

Channel tunnel project given double boost

Government gave qualified approval to the tunnel project yesterday, but not to the use of public money for its construction. Immediately, a consortium which includes Britain, the British construction company, agreed to finance and build the tunnel.

overnment approval and private backing

Chael Baily
Correspondent

Channel tunnel project got a double boost yesterday when Mr Norman Fowler, Minister of Transport, gave it conditional approval, though with no taxpayers' money, and the consortium offered to finance and build it at the low price of £540m.

His Commons statement after the meeting said: "The scheme, no public expenditure was available, and it would have to attract private capital."

The offer to finance and build the tunnel came from a consortium, including Costain.

Its scheme is for a single-tube tunnel carrying only rail traffic on a single line. With service tunnel and terminals it would cost £90m less than a similar project proposed by British Rail and French Railways.

The group said yesterday: "We believe the scheme would be particularly attractive to private investors and have offered to arrange contract finance and total project management."

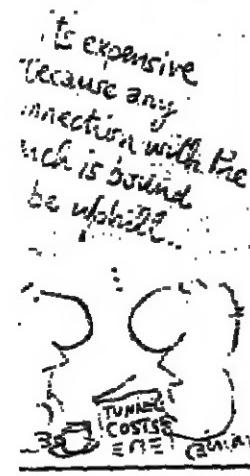
The group includes French, Dutch, and German contractors led by Sir David Nicolson, the European MP, industrialist and former British Airways chairman. It has put its proposals to the British, French, Dutch, and German governments, its spokesman added.

Mr Fowler said today that private capital is the only way of doing this scheme. "We are confident that we can raise it."

The cost saving is achieved primarily through shortening the tunnel by 14 kilometres to 56 kilometres and having steeper gradients at either end where additional locomotives would haul the trains.

British Rail has also had favourable response from City institutions to its proposal. But questions still to be resolved include the extent of government interference and controls, particularly on the profits level to private investors, and British Rail's freedom to take part in the project in the light of public sector financial restrictions.

Mr Fowler said in his statement that he had been examining preliminary proposals by British and French railways but more needs to be done before the full implications of the scheme could be judged.



Weather worsens: Continuous snowfall and high winds brought blizzards to much of the North and North-west yesterday, conditions which were not enjoyed by Stalin, a camel with Hoffmann's Circus, when he was exercised by Mr Jim Conway, the circus animals manager.

Two vehicles were blown over on the M62 Pennine route between Rochdale and Oldham and the eastbound carriageway was blocked for two hours. The Forth road bridge and the Severn bridge were closed to high-sided

vehicles. Speed restrictions were in force on all motorways in northern England and Scotland.

There were 4ft snowdrifts on the A5 Snake Pass in Derbyshire and heavy snowfalls hindered motorists in Hertfordshire, Buckinghamshire, Bedfordshire, and the Cotswolds. North and Mid-Wales were also badly affected.

Huge waves crashed over the sea wall at Rhos-on-Sea, near Colwyn Bay, and flooded the main street. A gale in the Thames Estuary caused a yacht to

run aground on the east end of Canvey Island. The crew of two scrambled ashore.

The pop pirate ship Mi Amigo, which houses Radio Caroline, reported that she was drifting in a Force 9 gale about 20 miles off the Essex coast. Sheerless lifeboat put out, but the Mi Amigo reported that her anchor had taken hold.

Flood water which cascaded over Grimsby fish dock's sea defences caused damage estimated at £50,000 to fish in store.

Britain may test Community law by withholding VAT payments

By Fred Emery
Political Editor

Government orchestration of Mrs Thatcher's new EEC theme that she is ready for a crisis over Britain's £1,100m contribution while not seeking one, continued apace yesterday in Whitehall.

With the Brussels EEC summit only 11 days away, it was authoritatively confirmed that last Monday, the day before she had told the Commons that falling oil prices "we shall have to consider withholding part of our contribution" Mrs Thatcher had been advised by Mr Roy Jenkins, President of the EEC Commission, that making threats would not advance Britain's case with her partners. But her Commons speech was not taken in Whitehall to be a threat, which is how it was received in Brussels.

After all, Mrs Thatcher immediately added: "I hope that it will not come to that."

Yesterday Mrs Thatcher followed up her interview on French television by talking to the Hamburg daily Die Welt. If there is a crisis it will not be caused by us but by those who expect the largest contri-

bution from us," she said according to a Foreign Office translation circulated at Westminster. "We shall do our utmost to prevent matters coming to a crisis but it must be realized that things cannot continue like this..."

Mrs Thatcher also held an EEC strategy meeting at No 10 yesterday with Sir Geoffrey Howe, the Chancellor of the Exchequer, and Lord Carrington, Foreign Secretary, both of whom had just attended Brussels meetings with their EEC colleagues.

Afterwards the line was firmly put out that Britain's price for a settlement was actually going higher. If it came to a breakdown with our EEC partners, the question of withholding Britain's VAT contributions to the EEC budget might be used to test Community law. Hitherto, the Government had held that, unlike France, it would not defy EEC rules.

While at the sis being discussed, the emphasis is on conciliation, is that Mrs Thatcher is not going to Brussels in a threatening manner. Essentially, it is said in Whitehall, her position has not

changed since the Dublin summit in December, that she is seeking a fair compromise with only small room for manoeuvre.

As for the "increased price" of Britain's demand, this is directly related to the pending increases to more than £1,100m in Britain's 1980-81 net contribution. Britain is thus looking essentially for vastly increased "receipts" from the EEC, which means increased EEC spending in Britain to balance what Britain pays in.

If all this amounts to Britain's position being basically unchanged, as it is claimed, then it has to be set alongside the other claims being made in Whitehall that Britain's EEC partners are at last waking up to the fact that Mrs Thatcher means business.

It remains to be seen whether her Cabinet colleagues are united with her in taking matters so far as to break Community law. It is known that some would prefer to actually precipitate a political crisis on a less obviously blatant issue than VAT contributions.

Thatcher optimism, page 2
Leading article, page 29
Business News, page 29

Average pay rises approach 20 per cent

By David Blake
Economics Editor

Pay is rising faster than at any time in the past four years, according to new figures published by the Department of Employment.

The underlying rate of increase in earnings is estimated to have come near to 20 per cent a year in January, the fourth successive month in which the underlying rate is thought to have accelerated.

The latest figures are grim news for the Government in its efforts to bring down the rate of inflation. The Department of Employment suggests that in the four months from October to January the underlying increase in average earnings went up from 17 to 20 per cent.

The average earnings index in January for the whole economy stood at 162.6, which was 19.9 per cent above its level in January 1979.

The index actually fell from its December level, but that reflected a combination of the early effects of the steel strike and the absence of Christmas bonuses from pay packets.

The index is not adjusted to take account of seasonal variations. The direct effects of the steel strike are thought to have clipped three quarters of a per cent off the annual increase in earnings.

But this has been partly counteracted by the fact that settlements have been reached rather quicker in the pay round which began last July than in the pay round starting in July 1978.

This is thought to have boosted the increase in earnings about a quarter of a per cent. These technical factors are far less important than the broad shape of the pay round which is emerging, which contains distinctly worrying signs for the Government.

In February the balloon burst, when he was soundly defeated in New Hampshire. Although he won in Massachusetts a week later, he was roundly defeated in four other primaries and Illinois, unless there is one of those意外的勝利.

President Carter won 65 per cent of the vote and 154 delegates. Senator Kennedy won 30 per cent and 16 delegates. He had the support of the mayor of Chicago and the Cook County Democratic machine, and it failed him.

He discovered that Mrs Jane Byrne, the mayor, is now so deeply unpopular in the city that her support was a burden to him. She was defeated in a number of contests here, and her many enemies gleefully predict the imminent end of her reign in city hall.

Her candidate for State Attorney in Cook County, Mr Edward Burke, was overwhelmed by Mr Richard Daley,

Junior, the son of the late mayor and now the leader of the insurgency against Mrs Byrne.

Mr Anderson was equally confident last night. He told his cheering supporters here, "we have just begun to fight."

Continued on page 8, col 3

Carter-Reagan wins in Illinois primary

From Patrick Brogan
Chicago, March 19

President Carter and Ronald Reagan won clear victories over their opponents in the Illinois presidential primaries yesterday, and in each case the victory was so sweeping that it may prove decisive. Mr Carter defeated Senator Edward Kennedy by more than two to one, and Mr Reagan won 48 per cent of the Republican vote, against 37 per cent for Mr John Anderson.

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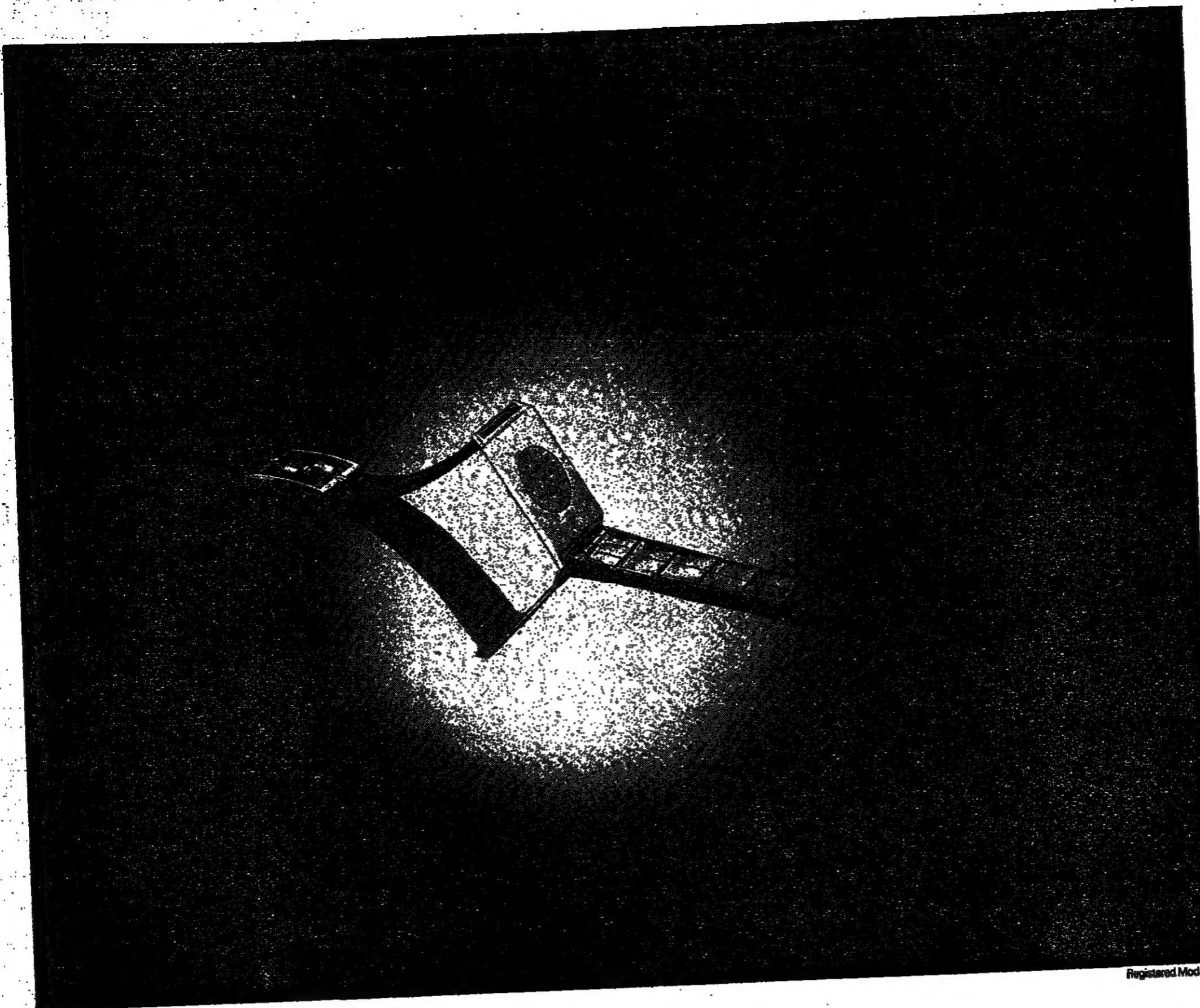
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Only another

APRIL 1980



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**To celebrate 10 years of Omega Quartz Watches,
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Ω
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HOME NEWS

1,000 British kidney patients die as shortage of staff curbs dialysis or transplants, doctor says

By Annabel Ferriman

Health Services Correspondent

An estimated 1,000 patients died in Britain last year from kidney failure because treatment was not available, Dr Antony Wing, of the European Dialysis and Transplantation Association, said yesterday.

Britain had fallen behind in providing dialysis or transplantation because of a lack of resources. From being a pioneer in the 1960s, it was now behind at least 11 other European countries, he said.

There were slightly more than 1,000 new patients in 1978, and that figure probably represented just over half of those who required treatment. The rest were left to die.

The problem was not a lack of kidney machines, but a shortage of staff to run them all the time, to teach the patients how to use them and to nurse the patients who required treatment, he said.

Dr Wing, a consultant physician specializing in renal medicine, said that Britain was also less inclined to treat patients over 45 with dialysis or transplants compared with other European countries.

"Some of us have to tell lies to older patients, partly to make the patients more comfortable and partly to make ourselves more comfortable."

"We have to say to them that their hearts are too dodgy to stand by strain of dialysis. But we are getting fed up with telling lies," he said.

Dr Wing said it was possible to deduce that Britain was treating only just over half of those who required it by comparing the rates of treatment in Britain with the rates of other European countries.

Britain accepted for treatment by dialysis or transplant only 21 new patients per million in the population in 1978, compared with between 30 and 40 per million in many other countries.

The National Kidney Research Fund was looking for more than £1m for research into kidney disease and transplantation. Last year the fund had £447,000 for research and had to reject half the research projects put to it.

More than 1,600 patients were awaiting transplants, although Britain was higher up the European league table in providing transplants than for dialysis. In 1978, 930 transplants were carried out in Britain, which at 17 per million of population was higher than in any other European country except Norway, Finland, Sweden and Denmark.

Dr Wing said it was cheaper and more satisfying for the patient to have a transplant than to provide dialysis. Hospital dialysis costs about £10,000 a year, whereas a kidney transplant costs about £10,000 for the first year, but only about £3,000 for the second year and £1,000 a year after that, depending on what drugs were used.

Survival rates for transplants had substantially improved over the past five years. Survival in young adults in the past three years was 70 per cent at three months and 53 per cent at three years. If the transplant did not work, the patient did not die but went back on dialysis.

One of Dr Win's patients, Mrs Vera Charters, from Isleworth, Middlesex, who has been on dialysis for five weeks, said she was hoping for a transplant.

"Dialysis is not better than a life I am up here six hours a day, three days a week and on the other days I do not feel that great," she said.

The annual report from the organization, UK Transplant, which was published yesterday, showed that since 1972 Britain had carried out 4,761 transplants using kidneys from dead bodies.

The leading British centres are: Guy's Hospital London (559 transplants); Birmingham (512); Newcastle (341); Cambridge (277); Manchester (254); Liverpool (203); Cardiff (198); Oxford (185); Glasgow (178); Royal Free Hospital, London (161); Leeds (155); and Edinburgh (137).

The report is available from Southmead Hospital, Bristol.

Canoeists rescued

Three Army cadet canoeists and their instructor were rescued from high seas by a Royal Navy helicopter two and a half miles off Exmouth, Devon, yesterday.

Childbirth Today (Council for Science and Society, 3/4 St Andrew's Hill, London, EC4V 5BY, £1.50 paperback or £4 hardback, 30p postage).

Study urged of new childbirth technology

By Our Health Services Correspondent

Elaborate and expensive pieces of equipment have been introduced into the process of childbirth without any systematic studies of their advantages and disadvantages, a report published today states.

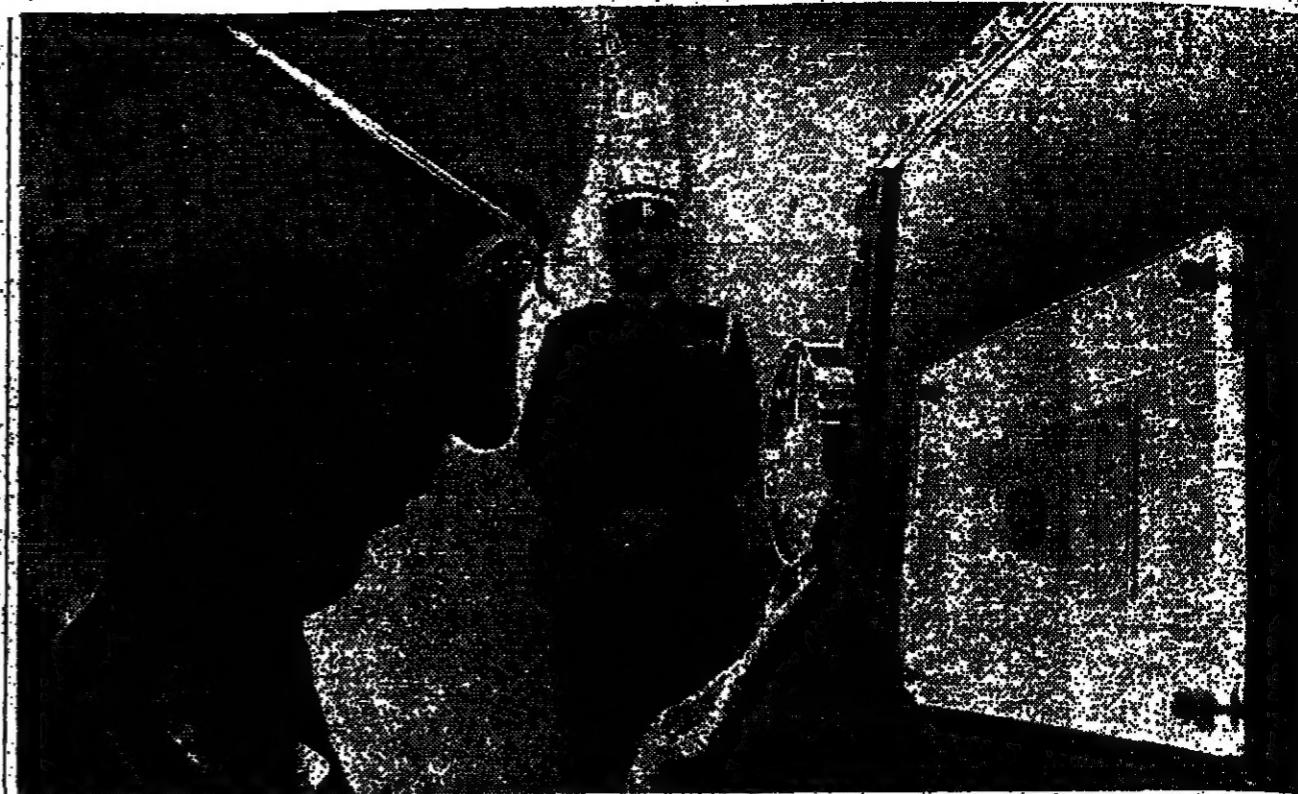
The report, produced by the Council for Science and Society, says that the monitoring of bodily processes made possible by modern technology was more sensitive, more reliable, and usually cheaper than was possible for human observers unaided, and thereby contributed to safety.

It also extended the range of procedures that could be applied and, properly used, should give professional staff more time to spend in meeting the psychological needs of patients.

But there were dangers. "Elaborate equipment tends to divert the attention of staff, and to mystify patients and add to their passivity. And equipment goes wrong, sometimes suddenly and dangerously."

The working party drawing up the report, which included a consultant obstetrician, a former midwife and a professor of mental health, recommends that more information be collected and used to discover which equipment is the most useful.

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Rarest stamp: Mr Howard Fraser, chairman of Stanley Gibbons International, examining the world's most valuable stamp, the British Guiana 1856 one cent black on magenta, which is on display in Gibbons's London premises before

being offered at auction in New York on April 1. It was last on offer in New York in 1970, it fetched \$100,000. The stamp was originally discovered in 1873 by a schoolboy in Demerara, British Guiana.

Four suggestions to make up for school bus fares

By Our Education Correspondent

Alternative ways of raising the £16m needed by Kent to make up for the loss of expected income from school transport charges were approved yesterday by the education subcommittee of the county's finance and general purposes committee.

The subcommittee proposed that school meal charges should

be raised to 45p from April 1, producing an estimated revenue of between £250,000; that adult education fees should be further increased to produce savings of £170,000; and that spending on books and equipment in schools and colleges should be cut by at least £200,000.

It also recommended that school meal charges should be replaced by "key"

teaching posts in schools. Each enjoyed free school meals, although they did not pay the full fare.

Kent is one of local education and England and Wales will receive an allowance in the education budgets from school bus charges.

The subcommittee said that a group should be set up to examine "discretionary school transport" after some councils had suggested that Roman Catholics and others who

would be enacted.

Buccaneer test flight in hunt for crash cause

By Arthur Reed

Air Correspondent

The British Aerospace works at Brough, Humberside, is planning to modify a Buccaneer strike aircraft with strain gauges and other test equipment in an effort to discover what caused an RAF Buccaneer to crash in the United States with the loss of both crew members.

The test aircraft will be flown from the airfield at Spalding Moor in manoeuvres designed to put increasing loads on the mainplane front spar of the inner wing. It is thought that that wing of the RAF aircraft, which was taking part in a bombing exercise, may have cracked in flight.

Witnesses said they saw a wing break away before the crash, and a reexamination of the wreckage found cracks in the spar. But no final conclusions about the crash cause are being drawn by the British aircraft industry until tests are complete.

After cracking had been found in the wings of some others, all 30 Buccaneers operated by the RAF in West Germany, and 50 in Britain, were grounded, although the crews remain ready to fly them in an emergency.

While air tests are being prepared for an RAF Buccaneers found to be free of cracks, British Aerospace will carry out ground tests on two of the aircraft which have bad cracks.

The suspect parts placed in a fatigue rig to show why the aircraft crashed where more Buccaneers were made.

It is hoped the tests will show why the aircraft crashed where more Buccaneers were made.

If the former court

allowed the Government to consider buying an aircraft from the States.

Buccaneers were de-

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more "flying" hours

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One theory in the

industry is that the

may have been caused

increased buffering on

frame found at low he-

land.

Race IQ scores 'cannot be attributed to test bias'

By Diana Gaddis

Education Correspondent

The wide differences in the intelligence scores of blacks and whites in the United States cannot be attributed to any bias in the mental tests used to measure intelligence. Professor Arthur Jensen contends in an 800-page study of mental testing, published today.

Professor Jensen, who is professor of educational psychology at the University of California, Berkeley, caused controversy throughout the world when he claimed in an article in the *Harvard Educational Review* in 1969 that 80 per cent of the variation in intelligence test scores could probably be attributed to genetic, as opposed to environmental, factors; and that black people in the United States were some 15 intelligence quotient (IQ) points lower than white people.

His critics were quick to attack his findings on the ground that the most widely used standardized tests of mental ability were culturally biased and unfair to racial minority groups.

In his latest book Professor Jensen sets out in detail the results of his extensive research

into the notion that quality of reasoning, manipulative, intelligent contrast to memorization other forms of mental testing.

He concludes that:

1. The argument that

better than blacks because

have larger vocabularies

wrong. In fact, blacks

are slightly better on verbal

than non-verbal tests.

2. IQ tests, both verbal

and non-verbal, are not fair

to white culture.

On the blacks, such

tests do better on verbal

tests than on non-verbal

tests.

3. The idea that cultural

tests drawn up by white

are wrong. In a Japanese

intelligence scale for

Japanese children, the

average six points higher

than white American children.

4. When white and black

children are tested, white

children score higher than black children.

Bias in Mental Testing (B15).

Scots MPs to question BBC about cuts

From Our Own Correspondent

Glasgow

The Scottish select committee of MPs is to question BBC officials about the proposed disbandment of the BBC Scottish Symphony Orchestra and a reduction of education programmes produced in Scotland.

The committee expects that Mr Alfric Ramsay, controller of BBC Scotland, will be among those giving evidence at the Commons hearing within the next two weeks.

The European Parliament committee dealing with education and the arts yesterday sent a telegram to Mr Norman St John-Stevens, minister responsible for the arts, and the BBC board of governors, urging the Government not to cut educational broadcasting and the number of BBC orchestras.

Rugby player accused of bodily harm

From Our Correspondent

Wolverhampton

Gordon Doble, captain of Wolverhampton rugby, is to appear in court at 10 April 10 accused of grievous bodily harm.

Mr Doble, of Pen Avenue, Tipton, was charged with grievous bodily harm by Anthony Higley, aged 18, in a match at Wolverhampton Castlecroft ground last month.

Mr Higley, who was

for Shropshire, was

England Colts captain

in the game last month.

Mr Doble is a toothless

elder brother, Sam, who

in 1977, played for Moseley

England.

THE TIMES

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ssibility of violence alienated blacks feared by race body

Evans Correspondent
inisation for Racial
is seriously worried
the possibility of vio-
lence young black
to have become alien-
ated of the lack of jobs
housing.

they Koper, a senior
the commission re-
public and com-
munications said yesterday
the issue was dealt
society came to its
we could well see an
such as we have seen
in the past. We are
committed to avoid
added.

speaking at a press
to introduce a book
in multi-racial
which was published
by the commission,
as of a lack of action,
of warnings given as
as 1967.

ut committee's report
said: "If England
be the scene of race
line for action is now
may be too late."

skier says that black
particular feel that
subjected to constant
necessity of police
In sensitive behaviour
police, such as the
a subsequent release
in which caused the break-
local liaison, coordinate long-term struc-
ture to race relations.
Ice provide more race

relations training than most
bodies, the booklet says, yet
prejudice still exists. Many
white magistrates and magis-
trates' clerks serving in multi-
racial areas do not have ade-
quate knowledge of minority
groups.

Greater emphasis should be
given to community policing, in
the commission's view, and less
to mobile patrols.

The booklet refers to large
groups of black youths living
near the centre of big cities
who are virtually or totally
alienated from society.

"Government should see the
needs of alienated and at-risk
young black people as the
highest priority," the booklet
says. "Unless policy is able to
tackle their needs, there is a
danger that we will create a
whole generation of alienated
black adults."

The commission wants a
minister for youth to give the
needs of young blacks greater
priority, with funds allocated
to deal with them. Local
authorities should have a youth
policy committee and youth
policy unit.

The Government should urge
the Association of Chief Police
Officers and individual police
authorities to continue to adopt
more sensitive policing practices
in multi-racial areas. Ethnic
minority organizations should
be involved in improved forms
of disposal of juvenile cases by
magistrates.

Youth in Multi-Racial Society :
The urgent need for new policies
(Commission for Racial Equality,
£1.50).



Mr Dirk Bogarde (right) talking to a fellow actor, Mr Edward Fox, at a London luncheon yesterday to mark the publication of his new book.

Photograph by Chris Ball

Newspapers breached advertising code

By Robin Young

Complaints against two news-
papers have been upheld by the
Advertising Standards Authority
because of special offers made
in breach of the British code
of advertising practice.

A complaint against the Daily
Express was upheld because a
toaster described as "brand
new... just off the assembly
line" was almost identical to

a model which had been on sale
for more than a year.

The Observer was criticized
for failing to include a full
postal address in the body copy
of an advertisement for one of
its special offers.

In another case the authority
criticized the publishers of the
magazine History Today for an
advertisement which had been headlined
"What happened when

the Nazis and Zionists joined
forces" and showed a symbol
uniting the Star of David with
the swastika.

The authority concluded that
the advertisers had genuinely
tried to avoid giving offence,
but in spite of their efforts a
substantial section of Jewish
opinion had been gravely upset,
so the complaints had to be upheld
to that extent.

Coalfield in Midlands 'can yield 350m tonnes'

From Our Correspondent
Derby

The National Coal Board has
found coal seams 20ft thick in
a new coalfield in central Warwickshire,
which may be two-thirds the size of that in the
Vale of Belvoir, county officials
have been told.

The newly found field is
thought to contain 2,850 million
tonnes of coal. It is estimated
that 350 million tonnes could
be recovered, giving a life of
more than a century to any pits
set up.

The new field, covering 370
square kilometers, is south of
Coventry, close to Leamington
Spa and Kenilworth. It is ex-
pected to take between 11 and
15 years from the time the coal
board decides to submit a plan-
ning application until coal is
extracted.

"This is the biggest post-war
event the county is likely to
experience", Mr P. G. Swann,
Warwickshire county planning
officer, has said in his report
to his council.

A coal board project team is
studying the feasibility of the
scheme but the board has not
yet considered recommendations
on pit shaft sites.

In his report Mr Swann said:

"Members will rightly be cautious
about the developing situation."

Unlike Belvoir, central Warwickshire is densely populated,
a honeypot for tourists, and
comprises many activities of an
industrial, commercial, cultural
and leisure nature, which could
be seriously disturbed by large
scale coal mining."

One adult in 10 risks 'becoming alcoholic'

By a Staff Reporter

Alcoholism is now an epidemic
and one adult in every
10 in England and Wales, about
five million altogether has biochemical
disorders linked with drinking regular amounts of
alcohol probably regarded as
normal, doctors state in a re-
port published yesterday.

"These people are probably
dependent, although they are at
present unharmed", the report
by the 2,000-member Faculty of Community Medicine
(part of the Royal College of Physicians)
says. But they were at risk of becoming alcoholics
in the sense of those harmed by
long-term drinking.

Deaths from cirrhosis of the
liver had doubled in number
within a generation to 2,000 a
year, and more than half a million
adults in England and Wales alone were estimated
to be alcoholics or those harmfully
affected by long-term drinking.

Taking Britain as a whole,
the number had been estimated
at about a million.

Professor Sir John Brotherton,
president of the faculty,
said yesterday: "Cirrhosis is a
dreadful disease; such a hor-
rible way for people to die, and
specifically related to alcohol
consumption. But alcoholics
are also at risk of cancers of
the head and neck, stroke and
heart and chest disease".

The report calls on the Government
to increase tax on alcohol, cut the number of outlets,
and the faculty calls for 1 per
cent of the revenue derived by
the Government from drink to
be diverted to health education
against alcoholism. That would
amount to about £23m on last
year's £2,339m total.

Particular attention should
be paid to certain occupation
groups associated with high
risk, including the drink
business, entertainment, the
Services, journalism and
medicine.

A Recommendation for Prevention
of Alcohol Related Disorders,
(Royal College of Physicians, 28
Portland Place, London, WIN
4DE1) (free).

such as supermarkets, where
drink can be bought, and ban
all advertising for drink except
at the point of sale.

Drinking levels must be cut;
it adds. "The closer one
approaches a level of four or
more pints of beer each day,
or its equivalent in wine or
spirits, the greater the danger
of long-term harm".

Sir John said that whisky
ought to be two or three times
the present price. "In relation
to bread, the staff of life,
the cost of beer and whisky has
fallen considerably in the past
25 years".

The report estimates that
consumption in Britain a head
has doubled in 25 years.

Drinking was a burden not
only on the health service but
also on prisons and the social
services. Convictions for drink-
ing and driving offences had
more than doubled since 1950
and now caused about 1,200
deaths a year, about one in five
of all road deaths. Drinking
was also linked with violence,
broken marriages and battering,
and absenteeism.

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ipher Warman
ment

cal Government Plan-
Land Bill represented
est threat to the con-
independence of
rnment in this coun-
Godfrey Taylor,
of the Association of
an Authorities, said.

An emergency mee-
policy committee of
tion has been called
the matter on March

rey said that all the
armistice associations
their best to convince
ment of their objec-
block grant pro-
joint associations
have been rejected.
is now no alternative
to oppose the Bill
opportunity."

would enable any
of State for the En-
to override the
right of local elec-
decide for themselves
of government they
see in their local

ld well lead to direct-
ce by ministers, not
the overall spending
individual authori-
on their spending
idual services", he
e.

ld well lead to
deciding for electors
they should put the
riority on housing or
ices or education.
will limit the democ-
of electors in an
manner that must
d."

Help offered to declining rural Wales

From Tim Jones
Cardiff

Measures to save the small
villages of mid-Wales from
continuing social and economic
decline were announced yester-
day by the Development Board
for Rural Wales in the wake of
alarming reports of rural dep-
rivation in public transport,
shops, post offices and schools.

For decades the area from
the head of the southern coal
valleys to Snowdonia in the
north has suffered economically
and socially as lack of job op-
portunities drove young people
to seek work elsewhere.

That trend has been halted
in the larger towns, where
special incentives have attracted
factories which offer hope
of employment to school-
leavers. But the remote villages
have little hope of attracting
industries.

In an effort to reverse the
decline the board has an-
nounced that it is to offer
special initiatives to 25 villages
in the area.

Based on a self-help pattern,
the villages will be offered
expert guidance to establish
small businesses and shops, run
community buses and establish
social projects.

Firebomb found: The Welsh
holiday home fire-raisers may
have chosen a new target, the
railway station at Porthmadog,
Gwynedd, on the Festiniog rail-
way, used by thousands of
holiday-makers every summer.
An Army bomb disposal
team from Hereford, flown to
the scene by RAF helicopter,
defused the bomb.

Leading article, page 19

a to end secrecy on how profits are fixed

griculture
ident

consumers' Association
yesterday that the formula
the Government to fix
fix should be made
called for an investi-
the dairy industry by
opoles and Mergers
on to see whether the
very system was run
y and as efficiently as
the association said.

It was disappointed that the
accountants who compiled the
report did not question whether
the present system of fixing
milk prices and profits was
necessary. "As the system is
broaderly cost-plus and would
thus tend to hinder efficiency
and innovation, some kind of
assessment of its desirability
would have been welcome", the
association said.

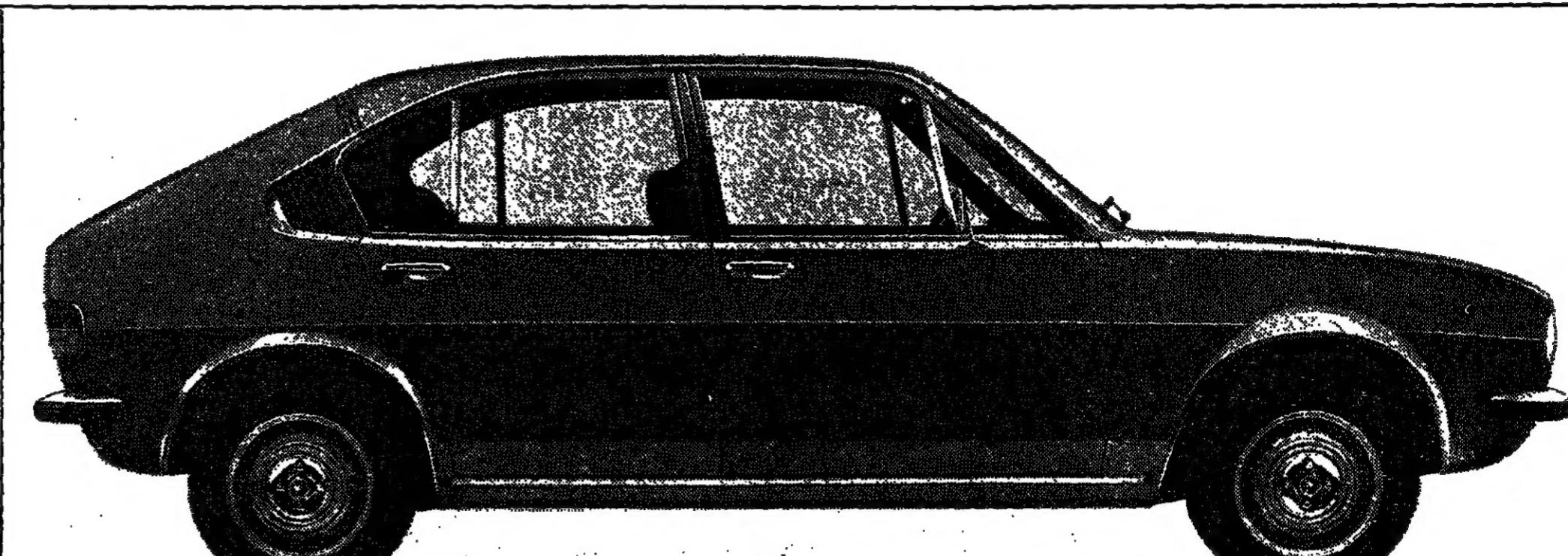
From the consumer point of
view the system has clear dis-
advantages. Dairy companies
may simply pass on increased
costs to their customers via
higher prices, confident that
their competitors will raise
their prices by the same
amount on the same day."

Association was comment-
report about milk dis-
commissioned by the
en and issued on a
basis to interested
ions. "We feel that at
nts the investigation
s stopped just when

missed Asian teacher's
dish 'not good enough'

Correspondent

Asian teacher whose
was judged to be "not
ough for primary
was appointed to a
post in a primary
it is disclosed in the
reasons for a decision
irmingham industrial
just published.
hammed Haseen taught
years in the Edgar
primary school,
West Midlands, until
dismissed on the recom-
of local school
s and the schools In-
end of public hearings
this year the tribunal
claims from Mr Haseen
was racially discrimin-
and unfairly
tribunal was told
lack of well spoken
and good grammar had
in lack of progress by
and indiscipline,



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Alfa Romeo

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for your nearest Alfa dealer.

COUNTRY LIFE

SPRING GARDENS NUMBER



Spring Gardens Number

WHO'S WHO OF GARDEN DESIGNERS
Arthur Hellyer describes the gardens of Mottisfont Abbey, Hampshire, which were created by a succession of eminent designers since 1900, and which contain much more than the renowned roses.

WELSH POPPIES TO TIBETAN BLUES
Mary Gallop reviews the range of meconopsis and some of the varieties in cultivation today.

IMPECCABLE ALPINES
Will Ingwersen makes a personal choice of some rock plants that are perfect in flower and form.

PLANTING IN WOODLAND
Roy Lancaster considers some special measures necessary when gardening in woodland shade, where tree roots abound and plants compete for light and sustenance.

ROTTEN TO THE CORE
A.G. Healey suggests an uncomplicated programme of spraying and other measures to control pests and diseases of garden fruit.

COUNTRY LIFE
On sale now

HOME NEWS

'Widespread breaches' of discrimination Act over women teachers

By Frances Gibb

Widespread breaches of the Sex Discrimination Act within the teaching profession, involving in particular married women with children, are revealed in a survey published today by the National Union of Teachers.

The survey of 3,000 women teachers, backed by the Equal Opportunities Commission with a £4,000 grant, shows that some local authority officers and councillors, head and senior teachers, break the law when teaching appointments are made.

It also shows that despite the Equal Pay Act nearly 80 per cent of women teachers are on the lowest two salary scales compared with 50 per cent of men teachers. Although men and women teachers receive equal pay, the average salary for a woman teacher remains far lower than that for a man.

Women are concentrated in primary schools (77 per cent of the full-time teaching force) but have only 43 per cent of the headships. In secondary schools, they account for 44 per cent of the teaching force and one per cent of the headships.

The survey also demolishes the myth that women teachers are married, have family commitments and are not interested in promotion. The survey says that all teachers, young, old, single and childless, are related to that image, with inevitable disastrous consequences for their career prospects.

The NUT, which has four women on its 44-member executive, said that the findings had led to a policy change which represented an important departure in its thinking about women.

It is planning a detailed analysis of teachers' salaries at all levels and an extensive publicity campaign of its findings; it is also setting up local working groups to collect and disseminate evidence on discrimination.

Graded posts are allocated in such a way that they favour men. For instance, many of the

highest grade posts are linked to other jobs such as running the physical education or boys' games, the survey says.

Women are discriminated against when applying for jobs by the kind of questions they are asked. These include such questions as whether they are hoping to have a family, whether their husbands move around in their jobs and what their husbands think of their applications.

The survey shows that although women make up nearly 60 per cent of the teaching profession in England and Wales, they hold just under 40 per cent of headships.

Married women, particularly those with children, are most discriminated against, it says. Although most married women have a break from teaching to have children, they still earn less than a single woman with equivalent length of experience when they return.

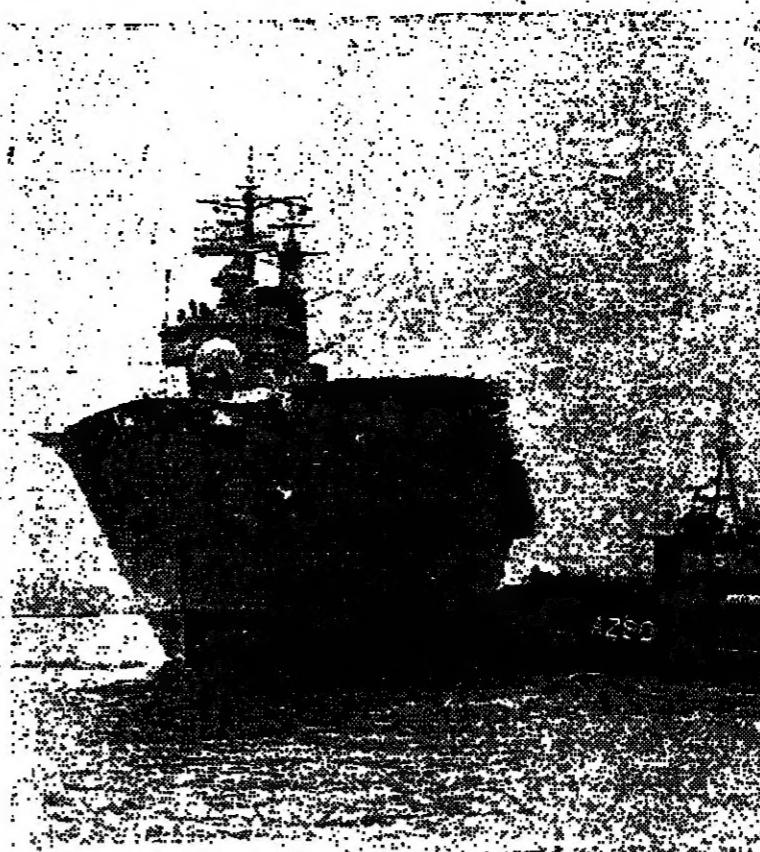
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Photograph by Harry Kett

The anti-submarine cruiser Invincible, the largest warship to be built for the Royal Navy for 25 years, being helped by a tug to her mooring at Portsmouth yesterday.

Royal Navy accepts Invincible

From Henry Stanhope
Defence Correspondent
Portsmouth

The £175m Invincible, which at 19,500 tons is the biggest warship to be built in Britain for a quarter of a century, was finally accepted into service by the Royal Navy at Portsmouth yesterday.

She is the first of three anti-submarine carriers, once better known as through-deck cruisers, conceived in the 1960s after the Royal Navy at Portsmouth

of Vickers Shipbuilding Group, strenuously denied that there was anything wrong with the existing propellers, but adjustments had to be made to achieve perfection, and the old set would serve as spares.

The Invincible will be armed with Sea Dart anti-aircraft missiles and equipped with nine Sea King helicopters and five Sea Harrier vertical take-off aircraft, whose performance will be improved considerably by the seven-degree ramp, the so-called ski-jump, on the forward end of the flight deck.

The first job for the naval crew, which eventually will total 900, will be to take the ship into dry dock to be fitted with anti-submarine sonar equipment and new propellers. Both Captain Livesey and Mr William Richardson, chairman

of the Ark Royal.

"This is a proud day for the Royal Navy and the start of a new era in naval aviation," Admiral Sir Henry Leach, the First Sea Lord, said in a signal which was read by Captain Michael Livesey, who took over command.

The red ensign was lowered, the white ensign was raised to flutter frantically in the drizzle and biting wind, and the Vickers shipyard crew who had sailed the ship from Barrow for the ceremony left to catch the train home.

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Criticizing the "placidity" over the senior officials' attitude to computing, he calculates that about 750 civil servants of the 1,500 in the Ministry of Defence are now using computers.

The number will be armed with Sea Dart anti-aircraft missiles and equipped with nine Sea King helicopters and five Sea Harrier vertical take-off aircraft, whose performance will be improved considerably by the seven-degree ramp, the so-called ski-jump, on the forward end of the flight deck.

He developed while working for National Institute of Statistical Sciences to win him a prize competition.

He maintains no career bias is weighted towards them. "They are our own aspiration and future, which, in turn, they help to reproduce."

Police back integrity of the DPP

By Our Home Affairs Correspondent

Mr James Jardine, the Police Federation chairman, said yesterday that members resented efforts to cast doubt on the integrity of the Director of Public Prosecutions and his judgment in cases involving the police.

He said: "At a meeting of the federation at Ipswich: "If the day ever comes when the director feels it necessary to yield to public clamour and to start putting up police officers as sacrifices to the prejudices of people who take it for granted that the police are always in the wrong, then that will be the day when a mortal blow is struck, not only at the police service but, at the rule of law in this country".

Where police officers were the subject of complaints of criminal behaviour the decision on whether prosecution should continue to be based on well-established legal principles, he said.

He added: "The DPP should make his own decision as to whether the evidence justifies a prosecution of a police officer. The standard of evidence must be the same as the standard of evidence to justify prosecution of any other citizen."

The federation rejected the suggestion that the public interest was best served by putting police officers through a criminal trial even though the DPP knew that the probability of a conviction was lower than he would normally expect.

Guidance by bishops church cooperation

By Our Religious Affairs Correspondent

Guidelines for local cooperation with other denominations are issued today by the bishops of the Church of England to ensure uniformity of practice and to make policy easily accessible.

They contain no substantial changes in approach, but represent a distillation of existing arrangements. They are the result of an unsuccessful attempt to deal with local ecumenical relations by legislation in 1975, in the course of which the general synod's overall view emerged that a code of practice would be preferable to amendments to canon law.

The new code specifies that in certain circumstances, such as official "areas of ecumenical experiment" or shared church buildings, people may be admitted simultaneously as members of all the participating denominations, and hold joint church membership.

Where joint services on a regular or occasional basis are held between Anglican clergy permitted by the diocese or officials and there is provision for celebrations of the Eucharist with a non-Anglican.

Non-Anglicans may participate in such almost every respects as sole celebrants of the Eucharist, and it appears could be granted that case, except service would not then be Anglican for s

posed.

The new code is the bishop should

the authorized churches when m

of staff affecti

shared church

Ecclesiastical Practice (Church Office, Church Minister, SW1, 15p).

Earlier deafness test u

More than half of children with significant hearing loss are not diagnosed as deaf until they are three years old, a report published yesterday states.

The National Deaf Children's Society report says total population screening should be carried out by health visitors on children aged eight months to ensure early diagnosis of deafness and enable medical and educational services to be given.

Children are losing valuable time in acquiring language, the report says. The society set up a working party last year to look at the procedures by which babies and young children are tested for hearing loss.

Mrs Windred, mother of two, said: "Parents often find it difficult to accept that their child is deaf."

"If the procedure is carried out, this is the greatest hurdle to be removed."

Normal children speak naturally around them, but c

face a long acquire language, says.

New formula costs cancer deal

By Pearce Wright
Science Editor

The National Radiological Protection Board has stepped into one of the most sensitive areas of the nuclear energy controversy, with a report published today that proposes a method of cost-benefit analysis for public safety. It provides a formula for placing a monetary value on cancer deaths.

The calculation uses a complex equation which on one side has the cost of cutting the level of routine discharges of radioactive substances and, on the other side the consequent reduction in exposure of the population and hence a drop in cancer risk.

The report is issued as a consultation document. Dr M.J. Clark, one of the authors, said that that type of analysis was being suggested only as one of the factors that could be used by Government advisers, safety inspectors and operators of nuclear plants in making decisions about routine discharges of radiation.

The study was prompted by the adoption in Britain of the principles of the latest recommendations of the International Radiological Protection Commission, published as ICRP-26.

Three recommendations are made: no activity giving rise to an exposure of radiation was justified unless it produced a net positive benefit; all exposures should be kept as low as reasonably achievable, economic and social factors being taken into account; and the exposure of individuals should not exceed the maximum limits recommended for given circumstances by the commission.

The proposals for a cost-

benefit analysis address the second of those principles. The method draws on the procedures of the insurance industry for evaluating risk and assigning a monetary value to life.

In addition, it incorporates a factor connected specifically with the exposure to which a monetary weighting has also been attached.

Those include putting a monetary cost on the decline in health that would be associated with exposure to radiation. That covers the costs from an increasing incidence of fatal and non-fatal cancers and the costs from a rise in the number of inherited defects.

The statistics on those diseases are already a matter of dispute between scientists studying the effects of low levels of radiation, but the figures taken for the cost-benefit analysis are those in use by the international commission.

They are under constant review, but they were compiled originally in the late 1950s, when it became apparent from leukaemia and other types of cancer among Japanese bomb victims that there were late effects of exposure to radiation.

A more important is inevitable over time surrounding the industry used for the discharges from installations.

Even if the insignificant dose suggested in the report is acceptable, there is little information available to calculate whether th

is attached.

The Application of the

Analysis to the

Protection of the

Consultative Docum

And, of course, there's the international cuisine and standard of service that has made Pan Am's First Class the choice of travellers everywhere.

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WEST EUROPE

Veterans of St Cyr recall days when entente was cordiale

From Charles Hargrove

Paris, March 19

"Direct Action Group" has responsibility for a gun attack yesterday on the Ministry of Cooperatives. The attackers, a man and a woman, drove spraying the front of try with machine gunning bullets smashed the windows of the office of M. Alley, the Minister. A copy of a pamphlet, "The Direct Action Group," was found at the group claimed the ministry was as "signals" for the against the imperialist of France in Africa. French Army makes ready to preserve the v of the neo-colonialist goods and manpower," he said.

The pamphlet were enough the post to a of newspapers because, to a covering letter, that the scene of the had been destroyed by

hitting against French st policies the group hating "against the state in the globality of actions. It is time to turn against the slave-

police are becomingly alarmed by the of the group. This is attack for which it ad responsibility since

alley clearly had a escape this time; he digging in his office only before yesterday's

chief of the defence staff, and

In parties sign pact to wage fair poll campaign

By Helmut Spitzer

March 19. Secretary-general of theies represented in the signed an agreement today to wage a fair campaign and to re-pair funds during the general election on October 5.

the first time since the parties reached agreement. It restricts expenditure to DM95m (£3m) DM40m for the Democrats, DM36m for the Democratic Union, and the Christian Social and DM8m for the Free

relement provides for

tion board chaired by

mann Kuntz, former

of the West Ger-

complaints about per-

alts or excessive mud-

an be submitted to the

board has to meet

days after receiving

or take a decision

ne week by majority

board's ruling has to

shed at once by the

press services.

The CDU-CSU Opposition lost about 2 per cent compared with previous opinion polls.

TV firm to curtail programmes

By Helmut Spitzer

Berlin, March 19.—A court ruling has res-

te rights of a Belgian

levision company to

grammes from other

countries.

company, Condor, enables

customers to receive

Dutch, Luxembourgish

German channels in

local ones.

consumers group com-

that children were

by advertisements

the foreign channels,

Belgian television

film distribution

complained that cable

was affecting their

claimed that such

would infringe EEC

freedom to provide

but the European

interprets the EEC

led yesterday that this

it will now be up

a courts to make a

decision on what to do.

Strike in jail

March 19.—More than

ers in a Dacca jail,

political leaders and

went on hunger strike

had said.

Today's request by the union to be given a copy of the verdict soon, the court replied that it could not be found, he

said.

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Today's

WEST EUROPE

French give vent to suspicion of Britain

From Charles Hargrove
Paris, March 19

Ten days before the European summit in Brussels, the hardening attitude of the British Government on mutton, agricultural prices and the Community budget is matched by the French Government's refusal to be browbeaten into concessions (for that is what it looks like on this side of the Channel) by Mrs Margaret Thatcher's renewed threats.

The disagreement, which before Dublin was carefully presented here as one between Britain and its eight partners, is increasingly taking on the form of a headlong clash between Britain and France, which continues to regard itself as the guardian of Community principles. France's partners find it convenient to shelter behind its position, and let France incur the odium of a red line to compromise.

Underlying the controversy about mutton and fish, is the fundamental French suspicion that Britain is really out to change the community into a loose free-trade area.

Today, the Council of Ministers produced a three-point declaration of principle. It emphasizes that the European Council must confirm for the future the enforcement of the system of "own resources", excluding any mechanism aimed at introducing into it an element of redistribution or of adjustment of net balances in relation to the wealth of member countries. All the events, if the principle of "own resources" balanced were to be considered, it could not be for one country alone.

Secondly, the three principles of the common agricultural policy (Unity of price, Community preference, and financial solidarity) have "an indivisible character, and are binding on all members and all institutions of the community."

Monetary compensatory payments must be progressively dismantled, and the Government is ready to seek means of making producers partly responsible for surpluses, but in such a way that the small family farms are not penalized to the benefit of large estates, and on condition that "equitable conditions of competition are restored between Community and imported produce."

Finally, France is ready to examine the demands of countries faced with exceptional financial difficulties, because of the size of their contribution, but only for a limited period and in accordance with the evolution of the budget resources of the Community.

Such a decision to modify the agreements ratified and signed by the government concerned can only be adopted in the framework of an overall settlement of all pending problems in the Community. In other words, no concession on the budget, without concessions on mutton or farm prices.

Business News, page 29

London may give in on farm prices

From Michael Hornsby
Brussels, March 19

Mrs Thatcher is not interested in doing deals with other EEC member states over such issues as fish, lamb or energy policy to secure redress of Britain's EEC budget deficit, but may be prepared to relax British pressure for control of agricultural spending.

This is the impression—a somewhat surprising one given the official British line—that other EEC leaders have formed in recent contacts with the Prime Minister, who apparently no longer sees any realistic chance of agricultural reform along lines that would help Britain.

The official British position, represented by Mr Peter Walker, the Agricultural Minister, is that even the modest 2.4 per cent rise in farm prices proposed by the European Commission for this year is too high. According to Mr Walker, there should be no price increase at all for products in surplus.

The political primacy of the need to achieve an immediate reduction in Britain's budget contribution is described as the Prime Minister's consuming preoccupation.

Labour will support Mrs Thatcher

By David Spanier
Diplomatic Correspondent

Mrs Thatcher will have reinforcements, in her battle on the EEC budget, in the support of the Labour Party. Mr Peter Walker, opposition spokesman on foreign affairs, made it clear yesterday that the coming summit in Brussels is a test of the very survival of the Community.

As the man who is entitled to say "I told you so" on the issue of Britain's payments to the EEC, Mr Shore takes no satisfaction in being proved correct.

His view is not merely that the British contribution is outrageously and quite obviously "over". He maintains that the "own resources" system was anti-British in its intention and effect. He said so at the time, back in 1970.

The cost now is very heavy indeed. However the problem is handled, the damage will also be heavy, because Britain is fighting a battle now which, he believes, should have been fought a long time back.

OVERSEAS

Martial law to end in Rhodesia as new amnesty is proclaimed

From Our Own Correspondent

Salisbury, March 19

Procedures for airing their grievances.

Several companies have warned their workers that they will be dismissed unless they return to work. At the Crittall-Hope plant in Salisbury 130 workers were discharged after they had failed to heed a return-to-work plea.

The main plants affected are Dalny Mine where 1,500 workers are out and have been told to return to work by tonight or be discharged; Cone Textile Company where 900 workers have been on strike for several days but a settlement now seems in sight; and the Bath Shoe Company where 900 men have been threatened with dismissal unless they return to work by tomorrow morning.

The rash of strikes poses an immediate problem for the incoming Government of Mr Mugabe. Industrial workers are expecting him to grant them substantial pay increases, but it is not yet clear where the money for these increases will come from. If the new administration fails to act quickly, it could face the same sort of crisis of confidence as affected Bishop Abel Muzorewa's administration when it failed to grant wage increases last year.

Mr Mugabe takes seat: Mr Robert Mugabe today took his seat in Parliament as Prime Minister, sitting on the front bench which was once the preserve of his arch-enemy, Mr Ian Smith.

Today's informal session was to choose the 40 members of the Senate (Upper House), thus completing the first Parliament of Zimbabwe, as Rhodesia is to be named after independence from Britain on April 18. The session was not attended by Mr Smith or Bishop Muzorewa, the outgoing Prime Minister.

The Senate is composed of 10 whites, already chosen by the 20 whites in the Lower House, 10 traditional chiefs, 14 members elected by the 80 blacks in the Lower House and six nominated by Mr Mugabe. The outcome of the vote was expected to reflect Mr Mugabe's absolute parliamentary majority.

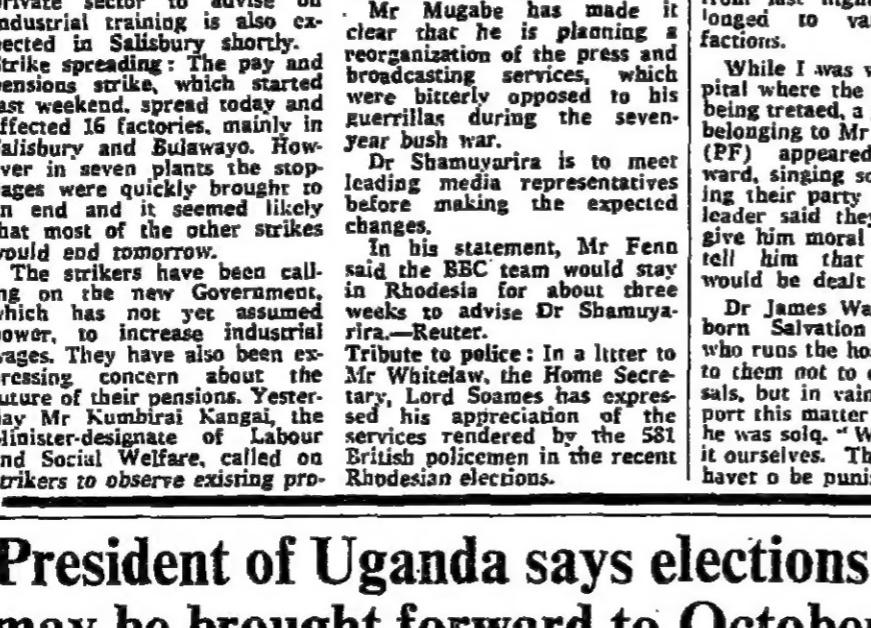
Broadcasting reform: The eight-man board of Rhodesia's state-run Broadcasting Corporation has offered to resign to facilitate Mr Mugabe's planned reforms of information services.

Mr Nathan Shamuyarira, the Information Minister, has asked the board to continue in office for the time being while he holds consultations on the future, the Governor's spokesman, Mr Nicholas Fenn, said in a statement today.

A team of three to provide assistance on public administration is due to arrive on Friday. It includes Mr B. T. Gilmore, principal of the Civil Service Staff College at Henley-on-Thames, Mr M. G. Smith, a retired under-secretary at the Department of Overseas Development and Mr John Davies, adviser on management, development and public administration at the Technical Education and Training Overseas Commission.

A two-man team from the private sector to advise on industrial training is also expected in Salisbury shortly. Strike spreading: The pay and pensions strike, which started last weekend, spread today and affected 16 factories, mainly in Salisbury and Bulawayo. However in seven plants the stoppages were quickly brought to an end and it seemed likely that most of the other strikes would end tomorrow.

The strikers have been calling on the new Government, which has not yet assumed power, to increase industrial wages. They have also been expressing concern about the future of their pensions. Yesterday Mr Whitelaw, the Home Secretary, Lord Soames has expressed his appreciation of the services rendered by the SSI British policemen in the recent Rhodesian elections.



Mr Robert Mugabe conferring in the Salisbury Parliament yesterday with Mr Nkomo.

Violence flares up in rural areas between Mugabe men and rivals

From Nicholas Ashford
Keep 21, Chiveshi Tribal Trust
Land, March 19

Last night the son of the local chief in this southern part of the Chiveshi tribal trust land was brought into the Salvation Army hospital with a spear thrust through both buttocks. During the same evening four houses in this protected village, known as Keep 21, were burnt down. Several villagers were brought to hospital suffering from cuts and bruises.

They were the victims of a new wave of violence which has broken out in rural areas since last month's general election. The chief's son was allegedly speared by supporters of Bishop Abel Muzorewa's UANC party.

The houses, that were burnt down, belonged to UANC supporters. The other wounded from last night's fighting belonged to various political factions.

While I was visiting the hospital where the chief's son was being treated, a group of youths belonging to Mr Mugabe's Zanu (PF) appeared outside the ward, singing songs and chanting their party slogans. Their leader said they had come to give him moral support and to tell him that his attackers would be dealt with.

Dr James Watt, a Canadian-born Salvation Army doctor who runs the hospital, appealed to them not to carry out reprisals, but in vain. "Do not report this matter to the police," he was told. "We will deal with it ourselves. Those responsible have to be punished."

The District Assistants were always been disliked and feared by the villagers because a number of them abused the authority, which possession of a rifle and a uniform conferred on them. So strong was the feeling against them in Keep 21 that a group of armed villagers invaded the hospital grounds looking for a District Assistant, who they had been told, was receiving treatment there. However, he had left the hospital before they arrived.

At another protected village near by an angry crowd numbering about 300 chased a frightened District Assistant around the barbed wire perimeter fence. He only managed to save himself by running to the protected enclave where his colleagues had taken up defensive positions.

It was perhaps inevitable after a long and bitter civil war that there should be a settling of old scores. Dr Watt pointed out that many of the villagers experienced even greater violence from the security forces during the recent past. "We some times had far worse wounds to deal with than we are getting at the moment," he said.

Dr Watt felt the situation should soon quieten down once the incoming Government was able to establish its authority in the area. At the moment, however, there were only 10 policemen to cover an area of about 500 square miles. "I fear we are in for a rough night tonight," he added.

last week that all protected villages were to remain open forthwith.

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The officials said that among the times likely to be approved for sale in the Soviet Union would be those supplied for humanitarian reasons, like health and safety equipment. The Administration might also agree to let the Russians have our dated technological exports.

Moscow rebuts US germ leak allegation

From Michael Binyon
Moscow, March 19

Moscow today dismissed as "impudent slander" American suggestions that hundreds of Russians may have been killed when they were accidentally exposed to germ warfare material.

At the same time the Russians accused the Americans of trying to conceal "the aridous military preparations" by the Pentagon for chemical warfare by publishing rumours and lies that the Soviet Union was using poison gas in Afghanistan.

The American State Department said yesterday that there were "disturbing indications" that after the escape of lethal biological agents there was an outbreak of disease in Sverdlovsk, a city of about a million people in the Urals. The city is closed to foreigners.

The State Department added that Washington had expressed its urgent concern to the Russians, but indicated there had not been any official reply.

The Americans and Russians signed a five-year convention banning the use and production of biological warfare agents in 1975 and discussions are due to resume in Geneva on renewing this convention.

The Americans say an accident involving biological agents would indicate that the Russians were violating the terms of the convention. But a Soviet Foreign Ministry spokesman today told Western journalists that the Soviet Union had "strictly observed" the treaty.

There have been a number of reports in the Western press over the past six months of some kind of accident involving biological or chemical weapons, but the Soviet press has never commented on the matter.

A report in the London magazine *NOW!* last autumn suggested that the accident had occurred at Novosibirsk, a large city in Central Siberia and an important scientific centre.

However, Western diplomats and scientists in Moscow have not heard of anything to suggest the solution of the

port such a report. It is visited frequently by Western tourists and news of a serious would be hard to come.

Sverdlovsk is less known for Soviet defence establishments. Western tourists say that one of the cities of the report is that impossible to verify because of disease can always be traced to an epidemic.

In the past weeks, signs have appeared also that Soviet troops used poison gas and weapons in Afghanistan. The Americans have accused the Am making the allegation continuing effects on the toxic defoliants.

The Russians may be apparently trying to a discussion of the warfare question by the American Government's report last week of European reports of the accident.

The United States Broadcast Information Service reprints any rare a few days old.

Yesterday, as a Department was and serious concern on Tass issued a communiqué calling for a meeting between the Soviet Union and the United Nations Command in Europe for America producing chemical weapons.

Tass said the American had been produced for a long time demonstrated by the end of Vietnam. It said the Soviet Union repeatedly called for chemical weapons, the monitoring of an could be solved by monitoring systems with carefully conducted national procedures.

Tass accused the of doing everything the solution of the

New American restrict on exports to Russia

From David Cross
Washington, March 19

The United States has announced new controls on high technology exports to the Soviet Union as part of its continuing response to Moscow's intervention in Afghanistan.

Mr Philip Klutwick, the Secretary of Commerce, last night unveiled new guidelines for the sale of new items as computer hardware, software, manufacturing technology and materials vital to the production of high technology defence goods.

He said that the Administration would use the new criteria to begin a case-by-case review of about 700 pending and potential contracts which were temporarily blocked by President Carter in early January. Administration officials predicted that a substantial number of export licences would not be issued.

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UN troops held briefly by Lebanese militia

By Michael Smith
Cardinal Hume, Archbishop of Westminster, yesterday called for Britain to increase aid to the developing countries in support of the recommendations of the recently-published Brundt Commission report on Third World development.

He was speaking at a conference in London on "Brazil and the Third Development Decade" organized by the International Justice and Peace Commission.

"The record of international aid so far is not encouraging", he said. "The United Nations voted that rich countries should give each 0.7 per cent of their annual income to aid poorer countries. In Britain this would be 70p in £100, but we do not do it. Meanwhile, thousands die of hunger." He described the Brundt report as "an important contribution to any serious debate concerning the future of our society".

He was supported by both Lady Elizabeth of Ludlow (Barbara Ward) and Mr Jack Jones, former chairman of the TUC's international affairs committee. Lady Jackson described Britain's present level of aid, at 0.4 of one per cent of our national income, as "parsimonious" and spoke of "growing acrimony and impatience" in the developing countries.

Mr Jones said that "with a little effort the British Government could gain support for spending much more in development aid. Instead a substantial amount of our society's expenditure goes to armaments."

Other speakers at the conference included Mr Kenneth Duthie, vice-chairman of

PARLIAMENT, March 19, 1980.

Construction of Channel tunnel a task for private risk capital: state funds ruled out

House of Commons

Public funds would not be made available for a Channel tunnel but there was no reason why private risk capital should not be made available, Mr Norman Fowler, Minister of Transport said.

Mr Leslie Spriggs (St Helens, Lab) had asked for a statement on progress in planning the Channel tunnel.

Mr Fowler (Sutton Coldfield, C)—I have been examining preliminary proposals by British and French Railways for a single track rail-link.

More work needs to be done before the full implications of the scheme can be judged and variations might offer different advantages. I await with interest the full proposals which are due to be put to me this summer.

The decision to have a tunnel or any other link across the Channel must first be for the French and ourselves and would need suitable arrangements to be made.

The cost of any scheme would be very large and I should make it clear now that the Government cannot contemplate finding extra resources at this scale from public funds. However, if a scheme is commercially sound, I see no reason why private risk capital should not be made available.

I look forward to receiving any specific proposals including those on which British Rail are working which would attract genuine risk capital.

Mr Spriggs—Will he give an undertaking that work will commence on a Channel tunnel by 1981 and that once work has commenced on the tunnel, there will be continuity until completion?

Mr Fowler—I cannot give an undertaking that this kind of scheme clearly British Rail have not put forward their final scheme yet.

The whole purpose of what I am saying is that we first want to see schemes coming forward. They will be examined. Then we have to meet the criteria that no public expenditure is available and therefore they must attract private capital.

Mr John Wells (Maidstone, C)—

Will he assure the House that there will be no parliamentary delay? Will he assure us that in the simplest enabling Bill is brought forward at the earliest opportunity when schemes are prepared?

Mr Eric Ogden (West Derby, Lab) has asked for a statement on the earlier years of Geneva at the 12-day meeting in Geneva he had originally organized.

Mr Douglas Hurd, Minister of State at the Foreign and Commonwealth Office, told MPs:

Mr Douglas Hurd—Representatives of 12 countries met in Geneva on March 17 and 18 to discuss the possibility of arranging competitions of high quality, primarily for athletes who stayed away from the Moscow Olympics. Useful progress was made in identifying possible sites for alternative events which might be held in late August or September.

The participants in the meeting will now undertake further contacts with other governments and with national and international sporting bodies to develop these ideas.

I chaired the first day's proceedings and Mr Cutler, President of the Special Committee, the second.

Mr Alan Clark (Plymouth, Sutton, C)—There is a strong political element in this project whose purpose is to do us closely with the European Community. Will he deny reports that he is under strong pressure from interests in the European Community to approve it urgently?

Mr Fowler—I am under no particular pressure. There has been a growth of traffic across the Channel and there is likely to be future growth. The Channel tunnel would, providing the details are right and there is the right scheme, be the sensible way of meeting this public demand.

Mr Philip Whitehead (Derby, North, Lab)—Would he confirm that nothing he has so far seen in the various studies is seriously contradicting the estimates for costs put forward by British Rail and the DTI since 1979, prior to the election?

We are at an early stage. Great opportunities exist. There is a good opportunity for enterprise which could be profitable and also in the national interest. I believe that this proposal will be widely welcomed by the public.

Mr Albert Costain (Folkestone and Hythe, C)—Under previous proposals certain guarantees would be given to the Government on money. Does his announcement preclude any such guarantees?

Mr John Wells (Maidstone, C)—

Newspaper article confused two committees: clerk promoted

In a statement on press allegations that a Select Committee clerk had been transferred and demoted because of Ministry of Defence pressure, The Speaker (Mr George Thomas) said the Clerk of the House had assured him that there had been no such pressure. The clerk in question, Mr Cooper, had been promoted to the rank of senior clerk.

The Speaker said—The allocation of duties to particular clerks is determined by the Clerk of the House and no one else.

The article in the Guardian confuses two different bodies—the Defence Sub-committee of the Expenditure Committee, which became defunct in April 1979, and the Select Committee on Defence, which was nominated for the following November. Some of the matters in the article relate to the sub-committee, and some to the select committee.

I have been assured by the Clerk of the House that there is no correspondence or indication of any pressure from the Government to have Mr Cooper removed.

To set the factual record straight, the Clerk of the House asked to see me and said so far from being dismissed from his post he had been promoted to serve the sub-committee of the Expenditure Committee until the dissolution of Parliament in April 1979.

That committee and its sub-committee was not set up again in the new Parliament and in the new structure of committees which now exists Mr Cooper occupies a position in no way inferior to his old

one. So far from being demoted, he was promoted last October to the rank of senior clerk.

Mr David Wimack (Walsall North, Lab) who first raised the matter on Tuesday, asked, arising from the article which the member had looked into, can we take it so that nothing he has so far seen in the various studies is seriously contradicting the estimates for costs put forward by British Rail and the DTI since 1979, prior to the election?

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Amazing triumphs of NHS despite handicaps which always dogged it

House of Lords

The pay bed question could easily become a political bone of contention or a crusade, were it not over many years to cooperation between the National Health Service and the independent medical services.

Lord Hunt of Fawley said in opening a debate on the potential for future NHS-private sector collaboration.

After a trial of more than a quarter of century the NHS was in difficulties, financially, administratively and in some of its labour relationships. Meanwhile the private sector was developing and expanding, filling some of the niches.

The two medical services should work in reasonable collaboration, friendly coexistence and partnership. They should be potential allies with strong links between them. In general the independent medical services should be considered as a supplement to the NHS and not as a competitor.

Occasionally a few years ago so-called "queue jumping" complicated this co-operation. To use the term still in vogue, a politically-motivated slogan against all private medicine was unjustified.

Promises for efficient and friendly co-operation between the NHS and the private sector were not kept, and loyalty to his party.

(Laughter).

The most ardent advocate of state medicine must admit that all was not well in it. There were difficulties and liaisons not against the private sector, but against all private medicine was unjustified.

Lord Segal (Lab) said he was a dedicated socialist, torn between his loyalty to his profession and loyalty to his party.

(Laughter).

This has exploded sky high the theory that it is immoral to condone priority treatment and add nonsense of that revoiced sometimes used about the private sector and class citizens.

It is sad to have to preside at the burial of some of our sacred cows, but the sooner we recognize the potentialities of private medi-

cine in affecting a symbiosis with the NHS, the sooner the NHS will be able to fulfil its role of dependency which surrounds it.

Lord Smith (Ind) said he had been a consultant for two years when the NHS came in. The original objective of a comprehensive health service in the original sense of the word was a mirage. There were pressures on the service.

If independent medicine were proscriptive or unduly curtailed it would be abhorrent to see a black market in medicine or place loads of patients taking off on package tours to continental medical centres.

The solution lay in an acceptance and expansion of the principle that state and independent medicine must be interdependent. Particularly when there were economic difficulties causing problems in the NHS, there should be a specific contract, a commitment of all possible ways, old and new, in which independent medicine could support and sustain the NHS. This would not come about through natural evolution.

Private medicine (he said) has not sought to assert its autonomy from the health service and would not regard any such examination as intrusive.

Lady Robson of Kildington (L) said they all realized and accepted that the private sector was here to stay and had a lot to contribute to the NHS. There was a danger of imbalance if they were not careful.

The problem was that qualified, unemployed nurses were not always in areas where the many vacancies existed. But there was a bad staffing problem.

The independent sector was consistent in its consultation with the appropriate bodies, ways in which their contribution to staff training might be developed further.

The Government believed the policy of basing pay on pay beds in the NHS was a success.

It was of no benefit to the service and the Government Bill on the NHS would end compulsory phasing out and allow the Secretary of State to authorize new pay beds.

It was important to make clear the Government's view that where pay beds existed in the NHS all the staff were expected to treat or look after those private patients in the same way as they would others.

Once it was decided to have pay beds in a particular hospital, that became a service provided by the hospital and staff.

Three of the main representatives of the private sector, the Independent Hospital Group, the Association of Independent Hospitals and the Registered Nursing Homes Association, had formed a joint liaison committee which would help liaison with the DHSS. This would be of inestimable value.

The debate was concluded.

People with a position to maintain in the world keep informed with THE TIMES SPECIAL REPORTS

THE TIMES THURSDAY MARCH 20 1980

Minister surprised at success of Olympics meeting

More progress and more suggestions for an alternative, post-Olympic Games had been made at the 12-day meeting in Geneva than he had originally expected.

Mr Douglas Hurd, Minister of State at the Foreign and Commonwealth Office, told MPs:

Mr Douglas Hurd—Representatives of 12 countries met in Geneva on March 17 and 18 to discuss the possibility of arranging competitions of high quality, primarily for athletes who stayed away from the Moscow Olympics. Useful progress was made in identifying possible sites for alternative events which might be held in late August or September.

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Mr Peter Shore, chief Opposition spokesman on foreign and Commonwealth affairs (Tower Hamlets, Lab)—Can he give the names of any sporting organizations who want to use it? The cost would be less than one jumbo jet over the whole period of the tunnel.

Will he give approval in principle? If others outside find the money, can we go ahead?

Mr Fowler—I thought I made it clear that provided the details are right and that is the whole point of what we are saying—that there is a good opportunity for a scheme there is a good opportunity for the tunnel to go ahead.

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Mr Fowler—I thought I made it clear that provided the details are right and that is the whole point of what we are saying—that there is a good opportunity for a scheme there is a good opportunity for the tunnel to go ahead.

British Rail have not yet produced a complete scheme. I would have interpreted my statement to mean that there would be a substantial contribution from the British Railways Ministers.

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New Books

Combining away

A. Screech
th, £35)

once he was first seen by the French 's, and Hugo credited the artiste discovery ally. Maistre François monk, doctor, humorist—has been part common humour, the of our laughter, or not you have read *Horrible Life* (1534), *terrible Deeds and Acts ou will doubtless review très illustres, et deux très précieux*—the undergraduate tagréel first came to did not, like his Garpapa, lean upon the Notre Dame and piss assembled populace h bells for his horse's or even bawdy dog pork sausages with from the Sorbonne, library, he proceeded eminent degree of to the great scholastic Saint Victor, and entered the magnificent atalogue of volumes, found (among such *The Cardinal's Bat*, *ste Petandi*, *On the Practice of Playing id The Kettle of Mag*) the following thesis: *Post Subtil Question: a Chimera, Bombinat: Vacuum, can be on Second In*

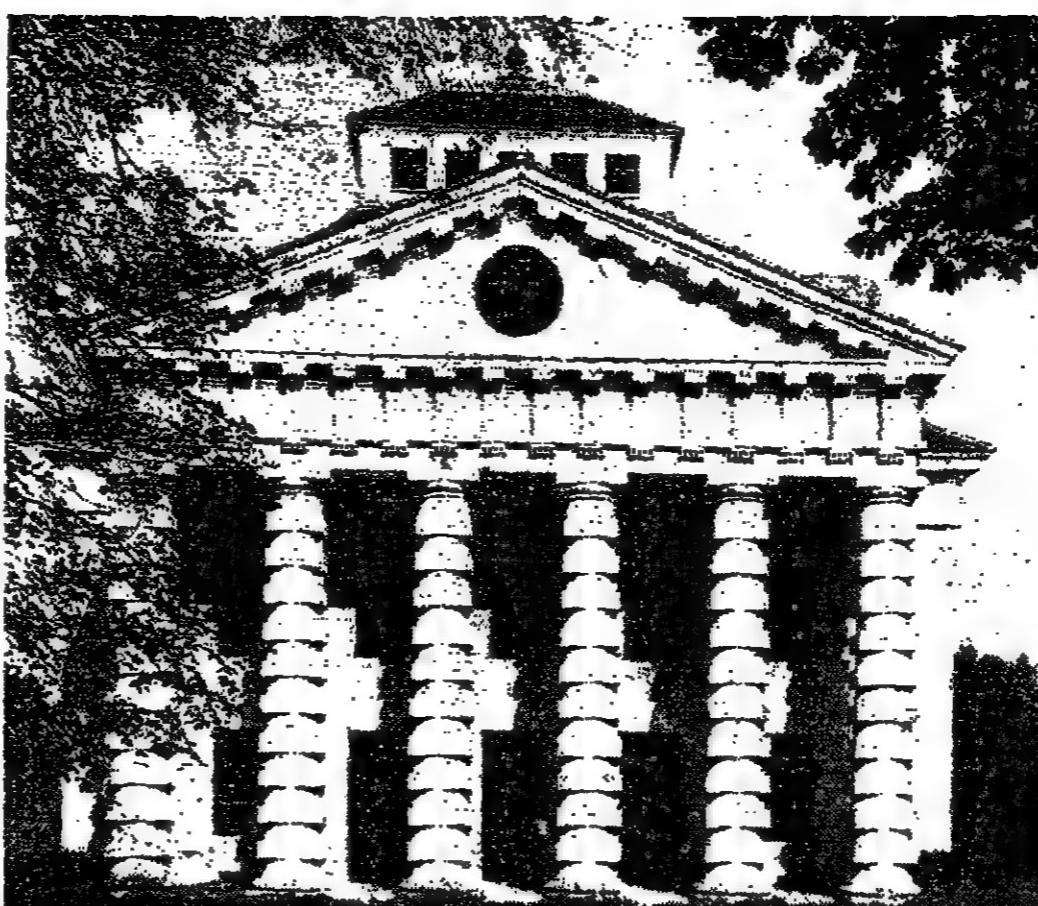
brings us to Professor book. Here is a most extensive study, acclaimed sim is "to elais more accessible der public, without readers in a mass of annotations". The some quarter of a ods (excluding footnotes) has no illustrations al bibliography. (no

mention, say, of the work of John Cowper Powys, Northrop Frye, or Jean-Louis Barrault); and its price is the approximate equivalent of fifteen Penguin *Rabelais* plus a good bottle of Chalon rouge. Professor Screech's method is to proceed chronologically through Rabelais' four main books, omitting nearly all biographical detail or narrative summary, and concentrating almost exclusively on the minutiae of the political, philosophical, and especially bibliographical background. The deadening, virtually humourless effect is difficult to characterize fairly. The incident of the bells takes 11 pages to elucidate. For Rabelais' "linguistic comedy" in the *Quart Livre*, the reader is advised to consult Aristotle's *On Interpretation*, then, if his Latin is good enough, to read the commentaries of Ammonius Hermias and Aquinas, and "follow this up" with those of Renaissance scholars.

Rosario and wife, a little later, drawing pause for breath, he remarks that "it would be a mistake to try to turn Rabelais into a neo-Cartesian Herculean extremist". Now, in the former case I submit he is bombarding; and in the latter that he is nourishing Second Intentions; and in as much as these tiny examples are typical of the entire volume, that it is gravely in danger of becoming Chimera.

None of this is in fact intended as a polemic against Professor Screech. He is acknowledged as the leading Rabelaisian (so to speak) in England. He has completed the formidable task of editing two of Rabelais' major works (*Gargantua* and the *Tiers Livre*) in the authoritative *Textes Littéraires Français*, published by Droz of Geneva. He has written a most admirable little book *The Rabelaisian Marriage* (1958), which introduced entirely new notions of

Richard Holmes



The house of the Director of the saltworks, by Ledoux

The ambivalent Utopia

The Architecture of the French Enlightenment

By Allan Graham

(Thames and Hudson, £25)

Claude-Nicolas Ledoux (1735-1805) designed a remarkable variety of buildings and projects from town houses for the rich to a monopoly State salt works and the Barrière d'Enfer on the southern edge of Paris, perhaps more familiar as the setting for the third act of Puccini's *La Bohème*. Ledoux is much the most original and, outside France, best known of the architects in Allan Graham's handsome and scholarly new book, but even he could hardly be described as a household word.

So little of his work survives.

Only six of more than 50 tax-collecting *bâtières*, described

with some justice by Mr Graham as an accomplishment whose diversity may be compared with the City churches of Christopher Wren, are still standing.

The paradox by which

they combined great artistic freedom with the received

power of ordered stone was

recognized from the start: the

Revolution destroyed them as

images of the *ancien régime*.

Enlightenment" is taken to

mean not merely the age of

Diderot, Rousseau and Voltaire

—who, indeed, scarcely occur in the book at all since, as Mr Graham points out, *philosophes*

were generally writing, editing

or hiding, and rarely possessed

the resources to commission

buildings on any scale—but

also, and chiefly, the years from

the ascendance of Pompadour

and her brother Marigny, in the

1740s and 50s, to the Revolution

itself. It is defined, broadly, as

an age of superlative professionalism, founded on the official state training system in

Paris and Rome, and responding

with increasing individualism to

the rediscovery of the Ancient

World and to the huge, slow

but irresistible changes in con-

temporary social, economic and

intellectual life.

Freemasonry mulched the

heavy soil of French society

emulates the arc of the sun across the sky yet, as Mr Graham reminds us, the salt trade was grim: the tax was universal and heavy, and illicit distillation could be punished by death. State security was the first requirement of his ideal kingdom, the gabelle.

We respond to Ledoux's unique originality, and even to the megalomaniac projections of his contemporaries Boullée, whose huge spherical cenotaph to the memory of Isaac Newton has become a comparatively familiar image in recent years—because it is easy to tire of beautiful French manners and perfect taste; it is hard, for example, for the layman to respond with much enthusiasm to the river frontage of Antoine's Hôtel des Monnaies (1768-75), facing the Louvre, or to recognize clearly all the refinements of taste and change indicated.

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just beneath the surface, facilitating the spread of egalitarianism which, if, in the democratization of theatre seating, it appears frivolous today, was also responsible for improving conditions by revolutionary design for successive generations of the public distribution of grain. The new roads and bridges of eighteenth-century France were the finest in Europe.

French classicism prevailed, but Mr Graham divides it into that which derived continuously from the age of Louis XIV and the Renaissance—Gabriel's Place de la Concorde, Petit Trianon and Ecole Militaire—and that which evidently reflected the enlightenment of the age: the monumental church of St Geneviève, Jacques-Germain Soufflot's synthesis of Gothic and Greek, progressively neutered since becoming the Pantheon in 1797; Victor Louis's glorious Grand-Théâtre in Bordeaux; and, most highly regarded next to St Geneviève in the Paris of the time, the Ecole de Chirurgie by Jacques Gondoin.

Gondoin designed his anatomy theatre after the Pantheon in Rome; a court lay in front of it, and between the court and the street a screen of columns with rooms above.

Freestanding columns were the greatest joy of the age, for nothing conveyed both a caustic magnificence and the

idealized interior monologue.

Mr Bogarde promises even

more accomplished fiction.

Peter Warden, the focal character in James McConkey's

The Tree House Confessions, experiences a moment of blinding revelation at the bedside of his dying mother. He retires, for some time, to the tree house which he built for his son, who was killed in a street accident, to think. The result of his reflection is a set of confessions, prefaced by a moving letter of love, offered to his second wife.

It is a superb achievement.

Mr McCoukey examines a child's growing awareness of things and people around him: a son's relationship with his parents and his increasing

understanding of their own involvement with one another

and with other people; then

gradually, more incompletely

and less fully, with himself and

those he loves. Peter Warden

comes to terms with his father's desertion of his family,

but also with the terrible moments when his first wife and his son ran from him: the young woman into a drifting limbo, the boy to his death.

Mr McConkey refers frequently to Augustine. The parallels are sometimes evident, sometimes more subtle.

The same remorseless, even

fervent, honesty prevails.

Towards the end of the novel, Warden says that there has

been nothing extraordinary in the story so far. No: except that it has been told with

perception, moral authority and a truly sensitive consideration for other people, in beautiful, well-considered prose. It may be that the author was only preparing his readers for the brilliant, perplexing and searching pages to come. For many readers *The Tree House Confessions* will be as disquieting as they are richly rewarding.

Michael Ratcliffe

and self-obsessed. The celebrated morality is a morbidly finicky justification of trivial whims. M. Rohmer states: "In my moral tales, there is no moral message. These people—my characters—determine their own way." It is tempting to believe, on this evidence, that the French conduct their lives as they do their vehicles in the moral certainty of *priorité à moi*.

Dirk Bogarde's publishers

somewhat anxiously point out

that he does not sit in judgement upon characters or events. This is accurate: but

Mr Bogarde's mastery of moral ironies leaves the reader in no doubt about his genuine decency and compassion. A Gentle Occupation is set on an Indonesian island where British troops are cleaning up after the savage Japanese occupation, while the mixed local population tries to recover. Variously motivated terrorists are waging a cruel campaign against restored colonial rule.

Mr Bogarde achieves a marvellous balance, in which the experience of one character is reflected (sometimes distorted) in that of another. Events which give *enquête* warning of Eric Rohmer's sensitivity. He calls this "a novel" (which they are not), assuring readers that they were not adapted from films, though written to be filmed. M. Rohmer further asserts that "literature belongs less to form than content" while admitting (honestly enough) that he presents six characters in search of a story.

"Bull's Ass, old buddy!"—as M. Rohmer's translator might have said in her less elevated moments. There is virtually no action, no conflict, and precious little morality in any of these pieces, although there is endless talk about what is moral. The putative heroine of "My Night at Maud's" is told the tedious young men afflicted upon her: "You are both pursuing adolescence as far as you can." Francolanges, who may have suspected this to be true, will find confirmation in the observations of M. Rohmer. Whether it is the oafish student whose morality (upon the return of a chosen Calypso from a baffling absence) compels him to ditch a shopgirl he has been chatting up, or the gluey Christian bourgeois with whom the unlucky Maud talks through a perfectly serviceable night, or the preening, spiteful masseur of Claire's knee—the characters are uniformly petulant, vain, spoilt

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Ruling class

Nellie
Letters from Africa

By Elspeth Huxley

(Weidenfeld & Nicolson, £8.95)

One winter day in the heyday

of the British Empire the Hon-

ourable Nellie Grant, daughter

of Lord Richard d'Aquila

Grosvenor and niece to the first

Duke of Westminster, set off

with her charming but ineffect-

ual husband Jos to start a new

life in Kenya. Ten years later

she came home to Europe again

an octogenarian widow, vir-

tually penniless and bringing

with her in three old wooden

boxes all her worldly posses-

sions.

Almost everything she had

done in Africa had, in one

sense or another, failed.

The colonial idea had disintegrated

around her, and the very values

that sustained her were dis-

Hastings Festival, where there is no business like show business and those little girls are tap-dancing to win

A generously rouged little girl, with heavy lipstick and kohl-rimmed eyes stood waiting her turn to go on stage. Her mother, in cerise velvet track suit and high-heeled black shoes, hovered around her, plucking at her white lace pantaloons, smoothing down the pink satin dress with ruches like the scalloped folds of Victorian curtains. A bell rang in the auditorium, a cassette creaked out a piano sonata, and Vanessa Slack tripped out into the footlights, her face as set and expressionless as the wooden doll she was to represent.

March in Hastings is festival time. While early trippers stroll along the promenade in the pale spring sunshine, or crouch in the fish and chip shops sheltering from the rain, 3,592 entrants display their talents on the stage of the White Rock Pavilion in acts that last on average two-and-a-half minutes, and range from tap for the under-fives (Dancing-Babies) to solos for the over-seventies (Singing-Veterans). There is Good Conversation, Choral speaking in French, and Singing—Mozartaria.

The Hastings Music Festival, which started in 1908 with seven days of competitive amateur acts, now attracts many thousands much-sought-after trophies and certificates and draws competitors from the whole of England. Unlike many of the 230 or so similar amateur festivals up and down the country, it even draws audiences. The elderly residents of the hotels along the front pack the stalls night after night on their season tickets to see 30 little girls fluttering about as would-be Eleonora Duse, or bear 19 under-12 year-olds squeal out "Linden Lee" one after the other on their recorders.

Vanessa Slack is 10, a sturdy veteran of festival performances, not at nervous as her anxious mother, who won a gold on the same stage in her time, and now, having given up cabaret and show-woman, runs a drama school in Hastings.

As Vanessa twirled and spun impeccably our at the audience from behind her mask of make-up, Mrs Slack stood in the wings, mouthing "stretch" and "smile". Unperturbed, Vanessa stretched and smiled.

Twelve minutes and five performances later—Miss Piggy, Worzel Gummidge and Mogwai all having given fine performances—28 ten-year-old girls lined up together on stage. From the centre of the darkened stalls the adjudicator, Mrs Bridget Espinoza, after consultation with her clerk who had recorded her comments during each performance—and her timekeeper, read out the scores, from the bottom up.

"Your work was quite neat and you have a carrying facial expression," she told a Wee Willie Winkie with ringlets. "Take care not to let expression be falsely painted on." She cautioned a bear in a pinafore. The children bobbed. Vanessa, one year a winner with 88 points, reached 85, enough to earn her third place behind Lucy Bellahasse from Copenhagen, 86 ("You're hair is not very neat, dear"), and Kim Waldis, 87, a leggy Mogwai in nylon fur.

It was only midday and Kim Waldis was already twice a winner. She has danced in "The Sound of Music" and hopes to follow her mother on to the stage, looked piqued.

Downstairs, rhythmic and percussion bands were just pounding to an end. Hastings Festival is almost unique in the wide variety of its classes—337 separate events—and by the very high quality of its music. The star turn of the month is the Concerto (concert standard), which entitles the winner to an audition with the London Philharmonic Orchestra, and a winter engagement at the White Rock Pavilion.

Each day of the festival is allocated to a different age group; by starting at 9.30 and ending just over 12 hours later it is possible to cram in six different dancing classes—tap, character, ballet, Greek, national and modern. It is a punishing day for the adjudicators, lured to judge the festival by the money (£42 a day) and as good expenses as the place of doing a little bit of teaching of their own. As Mrs Espinoza, who has her own dancing studio in London, put it: "It's a way of auditioning the whole of England without moving."

It was Mrs Espinoza who pointed out that the standard was much higher in the North, and the performers more "exuberant", and that adjudicating was a lonely and demanding task: that day alone she was judging 178 entries. For the children too, the day is interminable, particularly if they enter for every class and need to change costume, shoes, make-up and hair for each act.

For many of them there is a good deal at stake. To enter Hastings festival is, for the pupils of the ballet schools along the south coast, a year-long commitment, demanding at least one class and one private lesson a week, and a lesson a

day as the festival looms. To fail, to be told that your feet are terrible or your arabesques are poorly controlled, is to forfeit the praise of teachers who need their firsts and their certificates to ensure a new generation of pupils.

"I hate these things," said Mrs Godfrey of the Phyllis Godfrey School of Dancing, supervising the change of costume in the stuffy brilliance of the dressing rooms, "but you can't run a dancing school around these parts without putting in for it."

At 8pm for a half-hour private lesson, and £18 for a new pair

of tap shoes, the festivals are not cheap. This year Vanessa entered all six classes; not all her costumes cost the £20 Mrs Slack paid for the wooden doll outfit, but tights, tutus, satin ballet shoes and national costume all piled up. "Mothers don't mind the costs," said Mrs Godfrey firmly. Mrs Slack said she was lucky if the outfit lasted a season.

After lunch, in a fish-and-chip shop along the front, filled with little girls in make-up, giving them a look of wisdom old ladies, the show went on. By 3.50 Kim Waldis was again a winner, and dis-

content was growing in the wings. Mrs Espinoza likened her to a cat, and praised her "exceedingly long legs, short back and the honest, not aping, nature of her work". The other teachers spoke of favouritism.

"It's like racing," said Mrs Espinoza, "you develop a sort of instinct about what is good. I suppose everyone has a bit of bias. Mine is superficial veneer."

The musical festivals are now over a century old. They were started by a music teacher in Westmorland, called Mary Wakefield who wanted to extend the spirit of the 1870 education act by providing occasions on which the newly educated working classes could compete against one another in front of the friendly criticism, of professionals. The movement has grown to such a point that the festivals are now inundated by candidates over 2,000,000 this year—but the philosophy, education and a chance at "stage work", remain the same.

As do the organisers, the British Federation of Musical Festivals' secretary, Miss Eileen Craine, says that almost every one involved with them is a volunteer. In the basement of the White Rock Pavilion a roomful of white-haired ladies were sifting through the results, preparing certificates, selling season tickets. The Hastings Festival secretary, Mr Douglas Urquhart, a retired army serviceman, who took on and defeated the reigning south coast amateur dramatics society in 1961 festival said, looking around the room: "We're all in our seventies here."

By 9.40 that night the children were various shades of grey and some a little tearful. Kim Waldis, a speechless girl with enormous eyes who indicated through her mother that she had no intention of making a career of the stage, had come joint second in Greek dancing (chiffon dresses, gold wreaths, spring, sunshine, autumn leaves, thump, thump of bare feet on wooden stage), and first again in modern musical. It was a triumphant day for her, but not so sweet for Mrs Weguelin, who runs a boarding school for dancers in Tonbridge Wells, who saw only one first among her pupils, or for Vanessa, second in modern musical.

For some of these girls, it was just another day before the next festival begins in another seaside resort with a better chance that practice and a different adjudicator might bring a first as a Dancing Bear, or Fan, or some mercurial spirit.

CAROLINE MOOREHEAD

Photograph by Harry Kerr

Cheap, plentiful, popular—and harmless

The Times Cook



Shona Crawford Poole

The editor of this newspaper, Mr William Ross-Mogg, his deputy Mr Louis Heren, the features editor Miss Margaret Allen, in chief political leader writer Mr Geoffrey Smith, and my father who has nothing to do with The Times except me, share a taste which may surprise you.

To obtain feet of oxen ask the butcher for cow heel and he will produce a well boiled, scarcely recognizable clod of bone and gristle, and hew it into pieces on request. What these extremities add to the finished dish is a succulent gelatinous gravy so full of body that when cold a lump of it will almost bounce.

The question of what to serve with tripe is much debated. Almost everyone agrees that it should be potatoes, and whether they should be old or new, plainly boiled, mashed, or creamed is a matter of choice.

Leftover tripe is seldom seen, but should it occur, it freezes perfectly, as does raw tripe and tripe which has simply been boiled.

Tripes à la mode de Caen is a dish cooked, ideally, in quantities that are by today's standards gargantuan. Classic recipes begin with the tripe of one or two and go on to include all four of the brute's feet. The tripe alone would weigh between 15 and 25 pounds.

Old recipes also make much of the need to lay substantial the casserole, and the calvados or brandy.

Tripes à la mode de Caen is the stomach of herbivorous ruminants, and by Mr John Macsween, lugger maker and butcher, of Edinburgh, to be the stomach used by calves to digest their mothers' milk. No matter. This is the stomach that provides "black" tripe, which, in tripe fanning circles, is the most sought after of all.

What then is real tripe? It is all the kinds mentioned, but it has not been messed about. It has been cleaned by scraping and it is raw. It is cheap and plentiful in parts of the north of England and Scotland. Down

here in London the only kind we can buy is pre-cooked and bleached with hydrogen peroxide. As a result it looks and tastes harmless enough and can be used without further ado in recipes calling for cooked tripe.

Unbleached tripe looks even less attractive than the bleached kind but it has a great deal more taste, and I think a nicer texture. To prepare it for recipes which call for cooked tripe simply wash it well and simmer it gently in water for five hours. Pressure cooking cuts the time dramatically. If you cannot bear to waste any of its flavour, reduce the broth by fast boiling and substitute it for part of the liquid in any recipe.

Pigs' trotters and the feet of oxen crop up in many tripe recipes and in reality are less frightful than they sound. Pigs' trotters are sold scrubbed and raw and the recipe for tripes à la mode de Shadwell explains what to do with them.

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But I'M A DIRECTOR OF POSYKES THAT AUTOMATICALLY MAKES ME ELIGIBLE FOR—

BECKY: THEY DON'T LIKE WOMEN THEY'LL GO TO ANY LENGTHS TO KEEP 'EM OUT
ONLY IF YOU UNDERGO... ORDEAL BY TRIPE!

ORDEAL-BY—WHAT'S THAT? IT SOUNDS... HORRIBLE!

YOU MUST WALK NAKED THROUGH THE STREETS TO ALBERT LAPIN WHERE YOU'LL BE FELETED WITH TRIPE.

I'LL DO IT!

sufficient reserved stock to cover the contents.

Cover the casserole as tightly as possible using foil and seal it in a preheated moderate oven (160°C/325°F, gas mark 3). After one hour reduce the heat to very cool (120°C/250°F, gas mark 1) and continue cooking for another nine hours.

To serve the dish fish out the tripe and strain the stock, discarding the vegetables and any undissolved pieces of cow heel. Keep the tripe warm and reduce the stock by fast boiling to about 900ml (1½ pints). Return the tripe to the gravy, bring it back to the boil and adjust the seasoning. Serve very hot, preferably in heated bowls.

A disadvantage of making a smaller quantity is that the amount of liquid need is disproportionately large. Unless the cider is very dry, use no more than 1 litre (1¾ pints) and continue cooking for another nine hours.

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To serve the dish fish out the tripe and strain the stock, discarding the vegetables and any undissolved pieces of cow heel. Keep the tripe warm and reduce the stock by fast boiling to about 900ml (1½ pints). Return the tripe to the gravy, bring it back to the boil and adjust the seasoning. Serve very hot, preferably in heated bowls.

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sion

Raquin

Ratcliffe

threshing above the laurent and Thérèse, and Camille out of ushed in the river on mer's afternoon, the pass a year of torturability and waiting, driving that others, suggest they get married then, "no looking g".

at moment arrives, likes Thérèse kiss the neck made by the amulette; she spits her the fize. Camille's ares from the wall; in take it down, blackened cadaver the marriage bed, and lewd, Laurent room. Thérèse stays r. The cat comes in, aurent in a distinctly way. The night head.

ble with Zola's melancholat it offers the plot dead farce with a ness approaching the "She needs to move or a big get herselfised Madame Raquin talys as Laurent was t again, to make love towed Thérèse; but

Reynolds

s ago, when Alan first play, *Fat i the Last 26*, was Hampstead, one Sun paper critic said how pool was to have dale living in it. Now, and 10 plays later, still living in Liverpool along with the North knows how; but London has notice of the play, that first play was in the South. Bring the man if not to a wider audience director Richard reation and it made interesting 35 minutes' *Arend last night*. lots of excerpts drôle's plays and the self, shaking off his ness, spoke very out his work. His plays are comedies Liverpool humour is the most distinctive about them is that abut work. Fat

s

Church

g to make it encel- long to make it w long to make an Right, make an anger Corman's young are full of the wit m of Roger Corman, of fast films to the entation. Director of *Night-Call* called his inaugural

MIDY REALLY TH SEEING... ARKLING"

Daily Tel.
silously Funny" BBC

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ZOR SHARP - DY THRILLER" Fin. Times

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Bernard Levin

Sunday, sorry Sunday

There is to be a General Election in Poland on Sunday, but I do not feel much inclined to do one of my satirico-psychological pieces about the swing against Gierek, whose vote is expected by all the experts to slump catastrophically, possibly going as low as 99.7 per cent, and the regrettable decision by the opposition not to contest the election at all, caused by the curious historical accident that it was abolished several decades ago. For truth to tell, not even the Good Soldier Schweik himself would be able to make jokes about Poland and the swininess with which it is governed.

Perhaps it is worth reminding ourselves of just how strange (and, in a way, heartening) it is that the member-states of the Soviet Empire, and indeed the Soviet Union itself, feel obliged to hold "elections" which nobody this side-of-the-Murder-Stan any longer pretends bear any relation whatever to anything that could be described as a choice. The people who live under such tyranny are, after all, only made to think more forcefully and bitterly than usual of the fact that they and their country are enslaved; the outside world is likewise reminded (in so far as it cares, which I fear is not very far these days) of the reality of the world's last remaining imperialism; imperialism's servants and fellow-travelers in the free world find their task, if only mildly and momentarily, more difficult; no apparent gain at all is recorded when Brezhnev or Honecker, Thingomov or Whatstsky, is declared the winner of one of these caucuses-races; so why do they bother to do it?

They do it, I can only think, because they know that it is wrong to govern without the consent of the governed, and therefore, since they have no intention of ceasing to do so, feel obliged to brandish the dead symbol of consultation as the best they can do in the circumstances. A cruel fraud, no doubt; and yet it is surely also a testimony to the power and truth of freedom, that its most implacable foes must needs adopt its outward form because they cannot for very fear adopt its true essence.

Be that as it may, on Sunday Poland will stage (the right word, it occurs to me) a General Election, and those who have been appointed winners will duly be declared as such. I shall not spend much time on Election Night analysing the composition of the new House, or scrutinizing the new "intake" for signs of a change in policy. I shall instead drink a toast to those in Poland who



Customary applause for Polish leader Edward Gierek at the party congress last month. There is unlikely to be much of a swing against him in Sunday's elections.

were resisting tyranny last week, are resisting it this week, and will still be resisting it next week, and the week after, and forever, until it falls—fall it will, though it may take to the very last day but one before the Last Judgement.

For what the Soviet imperialists and their consuls in Poland have learned the hard way, these last three decades and more, is that the Poles have memory, that with outside time itself if they have no "Old master" to forget, yet all shall be forgotten", but not in Poland. Poland, doubly martyred in 1939, then betrayed and martyred again in 1945, will nurse her hatred of the tyrants, and—more important, far more important—her determination to be free of them, until figs grow upon thorns and the moon turns to green cheese.

The story of the Polish Resistance is one of the most astonishing, and most uplifting, of the whole of the post-war world. Twice Poland has come close to rising in revolt as the Hungarians did: twice she has turned away from the path of inevitable destruction. Instead, she has fashioned, against the whole weight of Soviet imperialism, an instrument of opposition that depends upon the one commodity that in that land is inexhaustible: courage. "The Hungarians" began Eastern Europe's harshest gallows-joke in 1956, "have behaved like Poles", a reconciliation even then in matters of defiance and bravery, it was a Polish stand-

ard by which others were most appropriately measured. Since then, the Poles have gone a lot further.

The Polish Resistance was the first in Eastern Europe to put out in printed material with the authors' names and addresses on it. They did this not just out of mad Polish bravery, though no doubt that came into it, but because by then the resisters had so frightened their rulers that they had calculated—and had a considerable reason to calculate—that Gierek would not have the determination to act against them with full reprisals. For Gierek knows—what his master probably does not, or more precisely dare not, know—which is that if too much pressure is applied to the lid, the lid will blow off. The Polish revolution could break out at any moment, and if it did, though of course there would be enough Soviet force to crush it, it might well set the whole of the Soviet Union's European empire aflame, and at the very least would ensure that the Soviet rulers would replace Gierek and all his crew.

That is why Sunday's General Election in Poland, meaningless though it is, yet has a meaning beyond that which those who have ordered it would like it to be thought we have. The Poles have no choice over who is appointed to rule them, or in the policies determined for those rulers to rule with. But they have a choice of forgetting about freedom or remembering it, and they have chosen to remember it, for ever. I have no doubt that millions of Poles as they go to cast their tragic and absurd "votes", will rededicate themselves to the freedom that has been stolen from them, and determine to resist the thieves, and reclaim their liberty, though the gates of hell shall come against them. In short, they will remember that they are Poles. The least we can do is to salute them in that remembrance, and wish them well.

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Poles, which means, if necessary, taking up arms in a struggle which is bound to result in their defeat. That, we may say, is a definition of Polish courage, or even of Poland; to fight, if need be under a guarantee that they will lose.

Poland is in the position, as a consequence, of those prisoners in the Soviet concentration-camps who have discovered to their amazement that they are free. Their persecutors have taken from them their liberty, their families, their possessions, their very hope. There is nothing more they can be deprived of, and he who is impregnably armoured against loss is a free man even though it is loaded with chains and surrounded by high walls. So it is with Poland: the Poles have nothing left to lose, and since they have never valued their lives as a pin's fee, they will lay down those lives for freedom if they are provoked just one inch too far. And if they die they will not die in vain, and they will certainly not die alone.

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DISCOVER THE UNEXPECTED AT AUSTIN REED



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AUSTIN REED
Regent Street, London and Principal Cities

The weekend newspaper revelations that the expenditure cuts to be announced in next week's Budget will include large reductions in social security and unemployment benefits are officially described in Whitehall as "speculation". There is, however, every reason to think that their substance is largely accurate.

It does not need much imagination to foresee the political uproar that will break out when the whole truth is unveiled next Wednesday. The Government, it seems, will abolish or drastically diminish the earnings-related element of unemployment benefit. It will also drastically change the present system by which flat-rate unemployment and sickness benefit is linked to the level of inflation. If future, these benefits are likely to be raised by a smaller proportion than would be necessary to compensate completely for the rise in inflation. Likewise with child benefit, it seems.

All this will, of course, be taken as confirmation that this really is the hardest-faced government since the war. Indeed, *The Guardian*, with the authentically fearful tones of the soft left, asks with trepidation: "Does the Government really seek a revolution?"

Those who suffer most

There is, of course, an obvious argument that it is unfair for the Government to cut back on unemployment benefit at a time when unemployment is steadily rising, and in view of the likelihood that it will continue to rise over the next two years. It will be said that this is particularly monstrous because the Government's own policy, involving such high interest rates, is contributing to the industrial recession and rising unemployment.

The Chancellor's first priority

In this Budget is therefore to create conditions in which interest rates can be brought down—though that task is going to be harder as a result of the trend in American interest rates. The spending cuts to be announced next week are directed precisely to this end, and there are strong logical grounds for arguing that present circumstances make it sensible to prefer a policy directed to bringing unemployment down to a level which may account for working and for not working having been eroded.

That there are job vacancies

which remain unfilled because they are in the "wrong" places seems clear. For example, a Cabinet minister who is emphatically not on the "hard" side of the Government told me recently that Fords of Dagenham actually spent more last year on advertising for job vacancies than on advertising new cars.

This Budget ought to be work-encouraging. Some of the

cuts in social benefits will

rightly encourage work both by

giving a direct incentive to

seek it for those who do not at

present think it quite worth

while to do so, while more

importantly helping to promote

industrial revival and rising employment.

Whatever changes are made,

they must not sacrifice

these obligations and, until we

hear to the contrary, we must

assume that the Government

will honour all its commitments in the spirit as well as

in the letter.

On this assumption, the

important question is whether

the earnings-related and index-linked arrangements as they are

at present operate fulfil the pur-

pose for which they were introduced. It used to be argued that these arrangements would assist job mobility by providing the necessary financial support to enable those who had lost one job to find another that was suitable. In practice, it can be argued that they sometimes work the other way by providing the means for not taking another job if it is not quite what is wanted—particularly at a time when the margin between an income for working and for not working has been eroded.

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S THATCHER'S THREATS

cher said in the House of Commons on Tuesday that Britain would have to withhold part of its contribution to the Community budget if it's no equitable solution to the country's budget difficulties. His threat was not only stronger than those made in the past. Since the end of December 3, Dublin summit, she has clear that she sees two forms of pressure if not get satisfaction— contributions and rumpus. She mentioned it in her BBC interview. But the fact that she specifically on Tuesday considering withholding the Added Tax component of British contribution, and did so without expressing or mentioning difficulties, has raised the temperature in advance Brussels summit, which March 31.

Britain was offered a sum worth £350m in financial mechanism limiting funds into the budget. It also agreed that mission should examine which Britain should take from the budget as improving on this, and the prospects for agreed promising there an earlier summit meeting the regular one this since then the Commission produced its proposals, provide a good basis for an

agreement, and there have been extensive discussions. But plans for the early summit had to be abandoned and, with less than two weeks to go to Brussels, it is clear that Mrs Thatcher is going to have great difficulty in getting a satisfactory settlement.

The French government even threatened last week to refuse to discuss the issue at all unless the Commission produced more specific proposals before the Brussels meeting—a procedure calculated to weaken Britain's bargaining position.

In these circumstances it is understandable that Mrs Thatcher feels bound to bring what pressure she can bear. The basic British case is an entirely fair one. The present structure of the Community budget, with over 70 per cent going to agriculture, means that Britain, one of the poorer members, is in effect subsidizing several of the others. This is out of line with the Community's own principles, which are to even out economic differences between different regions. It is also contrary to the undertaking given Britain in its entry negotiations that the share of the budget going to agriculture would be reduced, and that if an unacceptable situation arose an equitable solution would be found.

Moreover the issue which has primarily caused Britain's difficulties, the predominance of the common agricultural policy, wasteful as it is, is one that should be of concern to all members of the Community. Reform of the policy cannot come quickly enough to

resolve Britain's immediate difficulties, but it is badly needed.

Meanwhile failure to get satisfactory actions, such as withholding part of its contributions, which would be a clear breach of Britain's legal obligations as a member of the European Community. Respect for legality is important for the future of the Community. It is true that France, which so often claims to be an exemplary member of the Community, has now been in flagrant violation of its law for some months over its refusal to allow lamb imports from Britain, and has thereby weakened respect for the Court of Justice.

But that is not a good enough reason to follow suit. If it does prove necessary to take strong action, Britain should confine itself to disruption within the law, which could be quite effective enough.

The hope must be that Britain's partners will recognize the justice of its case—and the feeling that has built up over it in this country. If Mrs Thatcher returns empty-handed, or nearly so, there will be great pressure on her to be disruptive. But in return for understanding Britain has to show that it is prepared to be a cooperative member, and that involves readiness to work for agreement in a number of areas, among them energy policy, fish and agricultural prices. It must be obvious, however, that it makes no sense for Britain to make expensive concessions in those areas which would simply reduce whatever it might gain on its budget contributions.

Human rights in Britain

From Mr Paul Sieghart

Sir, To judge from Fred Silvester's despatch on your features page (March 17) of the European Convention on Human Rights and Fundamental Freedoms, one might think it had been put together by a lot of undemocratic foreign socialists. In fact, its main architect was a leading British Conservative parliamentarian, a distinguished Attorney General, Home Secretary, and Lord Chancellor—the late Sir David Maxwell Fyfe, later Lord Kilnair.

So far from being un-British and undemocratic, the convention enshrines the values of individual freedom in a democratic society in which Britain has always led the way, starting with the struggle against arbitrary authority waged and won by the parliamentarians and common lawyers, in alliance, in the seventeenth century, which culminated in our Bill of Rights of 1688.

However, Mr Silvester is right on one point. It is an anomaly that Britain can sue their public authorities in Strasbourg for infringements of human rights even where they have no remedy in the British courts. But the solution for that problem is not now to deprive them of that right, which they have enjoyed under successive governments, both Conservative and Labour, for more than 11 years. It is to give them those remedies here, by at last enacting the European convention as part of the law of the United Kingdom, and so bringing our ancient Bill of Rights up to date. That is the way to make the convention more "democratic" here, as it already is in many other European countries.

Mr Silvester would therefore do well to join the distinguished parliamentarians and lawyers of all parties who now advocate that step—not least among them the present Conservative Lord Chancellor. Yours, etc.

PAUL SIEGHART.

5 Gray's Inn Square, WC1.

March 18.

GHT HELP FOR ARSONISTS

e of the BBC, and the cottages brings up once dilemma that arises r the activities of violent groups have to be. The first rational aim groups is to win publicity for their attacks is in effect to them. But suppression news is a failure, in the news media to the would be in any case sinner rumour and panic. That treats such crimes as mayhem without in the motives behind a full the public and the into overlooking signs of dangerous curmudgeonly feeling. This a delicate responsibility media to treat political according to their merits without suppression and the kind of gloating that can attach glamour to cause, or give its greater importance by itself ever brought.

There need be no surprise at the appearance of a movement of this kind in Wales at this moment. The rejection of the devolution proposals by the Welsh people was always likely

to impel some extremists to resort to desperate measures. The economic sufferings of industrial South Wales under the rule of a party which has little following in the Principality tends to foster more widespread ill-will towards things English. There is a long tradition of marginal minor terrorism in Wales. The form it takes today is understandable though misguided. There are many rural areas throughout Britain where the ability of wealthier outsiders to push the price of cottages beyond what local people can afford creates a genuine problem. The contribution of such visitors to the local economy is equally real: indeed, the main sufferers if the campaign of arson ever begins to have its desired effect would be the communities in Wales that depend largely on tourism. Rural Wales has acute problems of depopulation and lack of opportunity, but as yesterday's report from the Development Board for Rural Wales indicates, there are likelier ways than this of countering them. Even apart from the obvious physical dangers involved in the campaign, burning houses down is a perverse way to cure a housing shortage.

NFUSION IN IRAN

not know whether, or to what extent, the unfortunate incidents in Iran are of the manoeuvres, negotiations and speculations in the world about their release. It is hard to know to wish them better informed, whether their would be made sicker by norance (with the fears of that would or by the constant hope to which their families are being ad. A special United Nations session has been and gone being able even to see stages. The offer of the "students" (whose academic must by now be in serious to hand them over to the Revolutionary Council turned out to be a bluff. The only of hope left on the is the pledge given by Imam Khomeini and the "students" to let the new "majlis" decide their fate. As is rapidly receding, as on about the results of the first ballot of the "majlis" causes postponement of second ballot. Moreover, such as have been declared a victory for the Islamic Republican Party (IRP), which is the "students", rather or the supporters of President Khomeini, who has urged destruction of "self-interest-making centres" and commendable view is that no hostages is not a way to go against imperialism".

One in a castle

Professor Luke Herrmann, far as I am aware your brief of March 13 concerning the sale of five portraits at Castle in art satisfaction duty on the death of the Duke of Norfolk, records occasion when such a sale not involve the removal works of art from their setting. These portraits have been allocated to the National Gallery, but will remain at Castle on permanent loan. I provided that they are in full public view. This element is to be warmly welcomed as a precedent for future estate duty deals of kind. An example of the sad

reports of irregularities in the conduct of the poll, which is why a recount has been ordered, though why this should delay the final announcement of the first-ballot results for another month, as was stated yesterday by the centre managing the elections, is not immediately clear. Nor is it clear that a recount is the right response, since many of the allegation concern irregularities in the voting itself, particularly on behalf of illiterates, rather than in the counting. At one point President Bani-Sadr was even suggesting that the elections might have to be annulled altogether, but it has apparently been decided that the incidence of fraud was not serious enough to justify this—though the argument given in support of this statement by the Supervisor of the Interior Ministry (that many of the groups making complaints were themselves the subject of complaints) hardly seems a conclusive one.

None the less, it appears that a lot of people did vote spontaneously for IRP candidates, many of whom were well-known religious leaders who since the revolution have frequently appeared on the radio or television. They were helped especially by Imam Khomeini's eve-of-poll injunction to "elect committed" Muslim individuals who have an inclination towards the Left or the Right", which had the effect of ruling out both

collection because of the failure to reach such an agreement can be seen at Althorp in Northamptonshire, which has lost several Van Dycks and other treasures. The National Portrait Gallery is to be congratulated on pioneering this new arrangement, by which the future of the art heritage of the provinces can at last be secured.

Yours faithfully,

LUKE HERRMANN,
History of Art Department,
University of Leicester.
March 16.

Treasure from Tipperary

From Mr K. R. Smith

You report (March 7) that the finding of a beautiful gold chalice and other objects near Thurles, County Tipperary, which are to come to London for cleaning and

conservation treatment at the British Museum.

At the time of its discovery the St Ninian treasure was likewise sent to the Museum for treatment and arrangements were then made for the objects to be exhibited in London before being returned to Scotland.

Would it be possible, through the courtesy of the Irish authorities, for this new find to be displayed for a short period at the British Museum before it is returned to Ireland after cleaning? There must be many people for whom this would be their only opportunity to see an extraordinarily interesting "treasure of Ireland".

Yours faithfully,
KENNETH R. SMITH,
35 Stamford Road,
Watford,
Hertfordshire.
March 11.

LETTERS TO THE EDITOR

A single-track Channel tunnel

From Mr Patrick Stobart

Sir, What is the latest proposal for a single-track tunnel under the Channel all about?

For technical reasons, we are obliged to site any dry-dock link with Continental Europe at the only practical crossing point which is from Kent to the Pas de Calais. This is bad enough, since we should be obliged to force all traffic from the industrial Midlands and North through the London rail and road complexes. Added to this is the fact that free circulation of goods trucks and passenger coaches would be quite impossible, unless we were to trim back all our platforms and increase the size of our tunnels and bridges to receive the larger proportion of continental rolling stock. We should also have to harmonize our braking system with that of our neighbours.

Thus, even the most elaborate tunnels would fail to plug our rail network fully into that of the Continent. In the sense that the national networks on the Continent have, for years, been plugged into one another, it would require an investment of impossible magnitude to achieve the same sort of flow of mixed international goods and passenger rolling stock as one can observe at, for example, the Alpine tunnels or the rail bridges over the Rhine.

The proposed single-track tunnel would be a pretty toy. With the proliferation of rail-shuttle, coach-air, rail-boats, coach-boats, and rail-ship links, it would, perhaps, provide just one alternative mode of transport which would not be significantly faster or more convenient than its competitors. One would doubt whether it would do very much more to help our exporters than the long-standing Dover-Dunkirk train ferries have done with their limited "anchor wagon" goods services.

A tunnel in each direction along with a useful service tunnel should be the aim of the construction. It would appear that the construction should be built, financed, and managed by private enterprise and in no way controlled by politics. The first needs are for a technical department and a financial department with representations each side of the Channel; the scheme could in the future be a sound investment for the far-sighted.

Yours faithfully,
H. CURTISS,
Red Cottage,
Tiptree,
Rudston,
Duffield.
North Hamsire.

National swimming galas

From the Speaker of the House of Commons and others

Sir, Whatever view one takes of the Olympic games in Moscow and the undersigned are of many opinions—it is surely right to try to minimize the adverse effects of this controversy on children.

It has been drawn to our attention that plans for Swim Around Britain, a series of swimming galas in the main regional centres of Britain in aid of the National Children's Homes, have been discarded by the loss of the original prizes—tickets to the Olympics. Unless Swim Around is rescued, some 9,000 youngsters who were invited to compete are apt to be bitterly disappointed, and another 3,000 in the children's homes will lose the benefit of the £150,000 the sponsors hope to collect.

In all recent years except 1979 London Transport have consistently underlined the investment money at their disposal. After an inflation adjustment to make their budgets and their spending truly comparable we find that in the four years from 1975/76 they underwent by between 13 per cent and 18 per cent in terms of actual cash paid out the underspending is even more marked. This in turn means that necessary improvements have been delayed and that the inefficient use of old stock or equipment has been prolonged.

The fact is that since the business has been under GLC control LT has had greater security and more money than ever before.

There is not a lot of point in asking for more grub when you have not finished the first bowl! Similarly, London's public transport network is unique and its purpose is served comparing its operation and its financing with those of other urban transport systems where the size of London's bus system is considerably more than that of the GLC and LT stand firmly together.

However, there is a world of difference between making money available and putting it to good use—or to any use at all—and this is where criticisms of LT are justified.

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Witless approach to Whistler?

From Professor Ronald Pickvance

Sir, Now that the proposed sale of some of Whistler's paintings from Glasgow University's art collection in the open, I should like to voice my own protest at what Mr Brinsley Ford has called a "disastrously short-sighted policy". The threat to our national heritage is obvious: but I should like to concentrate on its harmful local effects.

It threatens to break up a unique collection of Whistler's work of acknowledged international standing. Whistler was not a highly productive painter in the way that Monet or van Gogh or Picasso were. He produced about 500 paintings. The uniqueness of the Glasgow collection is that it represents much of what remained in Whistler's studio at his death; historically, then, it is an invaluable and irreplaceable "document".

It arrived in Glasgow through the generosity of Whistler's sister-in-law, Miss Rosalind Birnie Philip. To dispose of one of these paintings is to destroy the very *raison d'être* of the collection. Moreover, these are unique paintings, there is no question of versions existing elsewhere. And in any case, they have never been properly exhibited in the university. In June of this year the university will be opening the long-awaited Hunterian Art Gallery, to open it short-Whistler would be unfair to Whistler, Miss Birnie Philip, members of the university, and visiting visitors from Scotland and abroad.

On a personal level, I deplore their disposal and dispersal. I was so as a student of Whistler for the past two decades and an admirer of him. Prof. McLaren Young's devotion to Whistler scholarship. This will receive a timely boost when McLaren Young's catalogue raisonné of Whistler's paintings is published by Yale University Press in June of this year, thus coinciding with the opening of the Hunterian Art Gallery.

Serious Whistlerians the world over will find this catalogue an indispensable work of reference. It would be sad, indeed, if some 10 or so of these paintings were then found to be en route to raw owners. The catalogue would immediately become out of date!

So what is the answer? The need to fund over £300,000 to pay for the gallery does not fit an admiringly tight timescale. But have other sensible ways of raising the money been sufficiently explored?

Has the university appealed to its graduate and benefactors? Has it approached prominent commercial and industrial sponsors?

Given such support, we are convinced that it is still possible to make Swim Around Britain a success and by so doing to avoid the contention over the Olympics being visited on our children.

GEORGE THOMAS,
WILLIAM GOWLAND,
IAN GILMOUR,
HECTOR MONRO,
DAVID OWEN,
DENIS HOWELL,
ELDON GRIFFITHS,
RICHARD WAINWRIGHT,
PETER BOTTOALEY,
RAY WHITNEY,
ROBERT BANKS,
DEN DOVER,
House of Commons.
March 18.

Labour and democracy

From Mr Ernie Roberts, MP for Hackney, North and Stoke Newington (Labour)

Sir, As a member of the Labour Party for forty years, I feel that I am better qualified than Bernard Levin can possibly be to comment on the party's internal arrangements at The Times, March 12.

Clause 4 of the party constitution for "common ownership of the means of production, distribution and exchange" appears in every party membership card and embodies the aspirations of every genuine member. So we agree on our objective, although there is constant internal discussion about how to achieve it.

However, every dissident in the Labour Party is cheered over by the "free" press, and the Bernard Levin of Fleet Street—from a position of ignorance—exaggerates and distorts every difference of opinion. Thus we get gratuitous advice as to the kind of Labour candidate we should choose and whom we should have as our leader, although Labour members are quite capable of choosing the people who best represent their interests, and should beware when the Tory press promotes the sort of people they want in the Labour



COURT CIRCULAR

BUCKINGHAM PALACE

March 19 : His Excellency Herr Karl-Hans Kern and Frau Kern were received in farewell audience by The Queen and took leave upon His Excellency relinquishing his appointment as Ambassador Extraordinary and Plenipotentiary from the German Democratic Republic to the Court of St James's.

Sir Kenneth Berrill had the honour of being received by Her Majesty upon his retirement as Head of Central Policy Review Staff Cabinet Office.

The Queen held a Council at 12.40 o'clock this afternoon. There were present : the Lord Halsbury of St Marylebone (Lord Chancellor); acting for the Lord Privy Seal, the Right Hon. the Lord Mackay of Clashfern (Lord Advocate), the Right Hon. John Gordon, the Right Hon. Michael Jopling, MP (Parliamentary Secretary, Treasury) and the Right Hon. Norman St John-Stevens, MP (Chancellor of the Duchy of Lancaster).

The Right Hon. John Gordon having been previously appointed a Privy Councillor was sworn in as Member of His Majesty's Most Honourable Privy Council.

The Most Reverend Robert Runcie (Lord Archbishop of Canterbury), the Hon. Sir Robin Oliver (Lord Chancellor of Appeals) were sworn in Members of Her Majesty's Most Honourable Privy Council.

Mr Neville Leigh was in attendance as Clerk of the Council.

The Queen attended the Queen's Guard at the State Opening of Parliament.

SIR JAMES'S PALACE

March 19 : The Duke of Kent, President of the Commonwealth War Graves Commission, today presided at a Meeting of the Commission at Middlehead, Bathgate.

Lieutenant-Colonel Richard Buckley, RN, was in attendance.

Prince and Princess Michael of Kent will be present at the annual Flora Luncheon to be held on May 14 at the Savoy Hotel to raise funds for the Forces Help Society and Lord Roberts Workshops. The president is Mr Frederick Gurney and the chairman, Major Michael Neatley of Albury. Dame Anna Neagle and Sir Robin Gillett will be there.

A memorial service for the Duke of Abercorn, Chancellor of the New University of Ulster, Coleraine, will be held at the university on Friday, March 21, at 2.30 pm.

The Duke of Edinburgh arrived at Cathay Railway Station in the Royal Train this morning to visit Royal Air Force Linton-on-Ouse and was received by the Commanding Officer (Group Captain R. H. Wood).

His Royal Highness, President of the Maritime Trust, this afternoon visited HMS Warrior at

Hartlepool and was received by Her Majesties Lord Lieutenant for Cleveland (Colonel J. A. Ponder).

The Duke of Edinburgh, attended by Wing Commander Antony Nicholson, travelled in an aircraft of the Queen's Flight.

The Prince of Wales this morning toured a Dairy Trade Federation Creamery at North Tawton, Devon.

His Royal Highness this afternoon visited Hinkley Point 'B' Nuclear Power Station, near Bridgewater, Somerset.

The Prince of Wales, attended by Mr Oliver Everett, travelled in an aircraft of the Queen's Flight.

The Princess Anne, Mrs Mark Phillips, Patron of the Riding for the Disabled Association, attended luncheon, received a Silver Jubilee Saddle from the Worshipful Company of Saddlers and afterwards met Council Members and County Representatives of the Association at Saddlers' Hall, London EC2.

The Princess Anne, Mrs Mark Phillips, President of The Save the Children Fund visited Jebb House, Clapham Road, London, SW9, this afternoon to see the preparations for the British Transworld Stop Polo Expedition and this evening was present at a dinner and "Fashions from France" at the Grand Circle in Stow at the Railways Room, Derry Street, London, W1.

The Countess of Lichfield and Major Nicholas Lawrie were in attendance.

The Queen was represented by the Right Hon. Mrs. Marion and Stanton (Lord in Waiting) at the Memorial Service for Sir Patrick Hancock (Formerly Her Majesty's Ambassador Extraordinary and Plenipotentiary at Rome) which was held at the Chapel of St Paul's Cathedral today.

The Right Hon. John Gordon having been previously appointed a Privy Councillor was sworn in as Member of His Majesty's Most Honourable Privy Council.

The Right Hon. Michael Jopling, MP (Parliamentary Secretary, Treasury) and the Right Hon. Norman St John-Stevens, MP (Chancellor of the Duchy of Lancaster).

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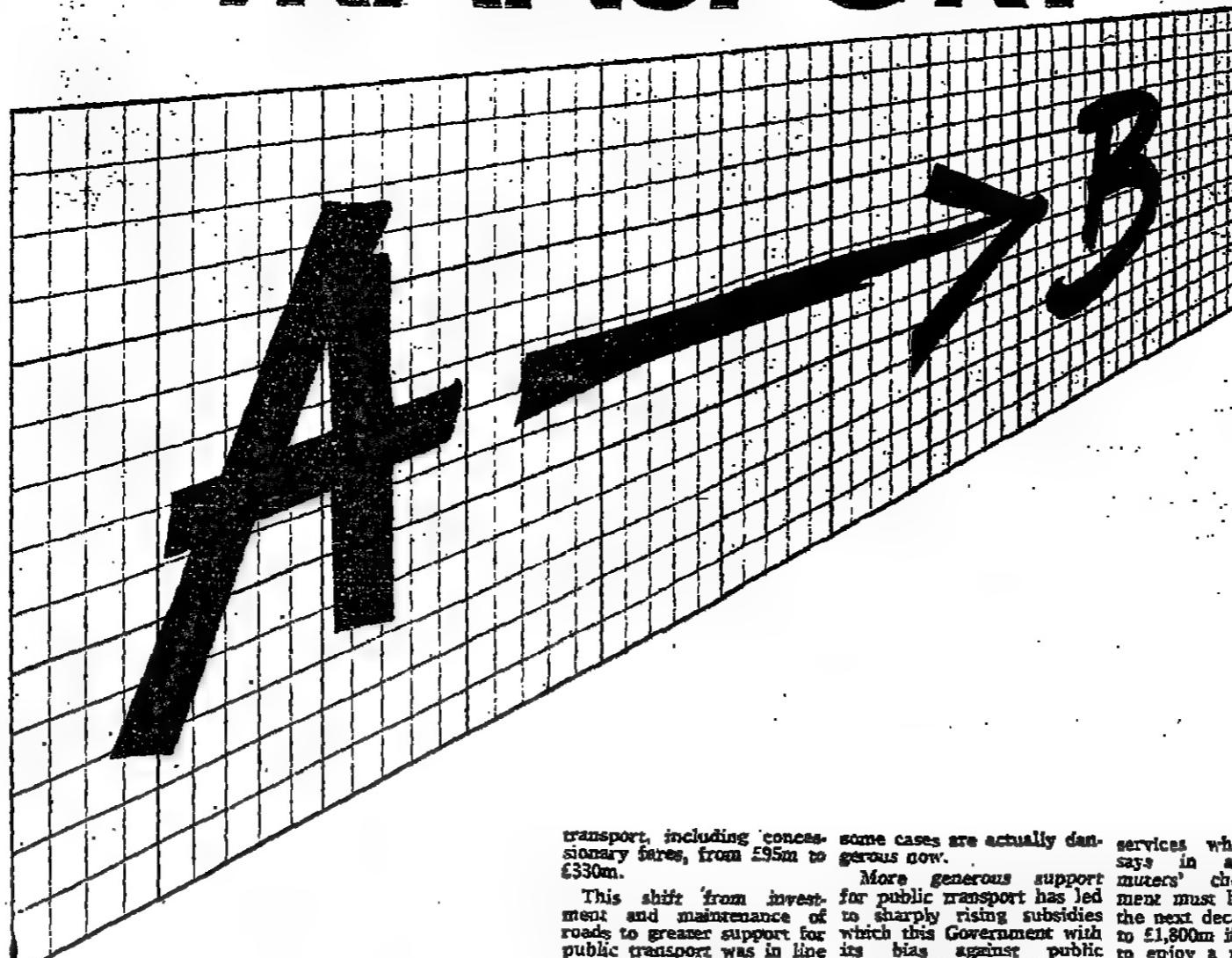
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J. M. Hirst

TRANSPORT



Transport is in a state of uncertainty and partly the product of a recent change of government, and of the consequent changes in political thinking arising from it.

Last Labour Government rightly put the emphasis increasingly on the transport consumer rather than the producer. And Mrs Thatcher's Government, regarding the consumer to be served when citizens are responsible to each other for the supply of goods and services rather than to the state for its carrying, has given a good deal of thought to the tightly iron bus-licensing that had only to strive for to get Men's investment in movement in road since the 1930s, its invitation to private money has grown at an accelerating pace for the state-owned National Corporation, the country's biggest road operator.

It certainly was not so until recently, increased movement, of both people and goods, has itself been seen as one of those "goods" we had only to strive for to get Men's investment in movement in road since the 1930s, its invitation to private money has grown at an accelerating pace for the state-owned National Corporation, the country's biggest road operator.

For the average family, expenditure on transport and travel rose from £3.27 a much greater extent, to £3.00m in 1973-74, has

week in 1968 to £10.90 in 1978 (though its percentage remained at about that level ever since, an arrest reflecting the "new awareness" only from 13.1 per cent to 13.6 per cent, having been noted earlier. Within that static total, however, there were marked shifts of emphasis, primarily from investment in roads to support for public transport.

Government expenditure on motorways and trunk roads fell in real terms by about a third between 1974 and 1979, from £720m to £464m. Local authority expenditure on local roads shrank similarly, from £590m on capital account and from £530m to £540m on maintenance.

At the same time support for public transport rose by roughly the same amount with that for British Rail rising from £340m to £500m, central government support for buses from £370m to £550m, and local government support for public

transport, including concessionary fares, from £95m to £330m.

This shift from investment to greater support for public transport was in line with popular opinion at the time: the rise of anti-road lobbies and the growing belief that road traffic, with its pollution and energy consumption, could not continue to increase.

So far it has continued to grow—though more slowly than before. The car stock increased from 13,800,000 in 1973 to 14,400,000 from 1973 to 1978 and estimated travel by car and motorcycle rose from 350,000 million passenger-kilometres during a five-year period when rail travel remained static at 35,000 million.

These shifts at a time of severe financial restraint and rapidly rising fuel costs could well be in line with longer term trends but have had their negative side. Cuts in road maintenance have led to a marked deterioration in road surfaces which local authorities say will not merely cost far more to get right again eventually, but which in

some cases are actually dangerous now.

More generous support for public transport has led to sharply rising subsidies which this Government with its bias against public expenditure is doing its best to bring back under control.

The net of the thinking behind the sale of shares in the National Freight Corporation, and in the deregulation of bus services, which the Government hopes will lead to the replacement of uneconomic conventional buses by mini-buses, community buses, shared cars, and other forms of "para-transit" that will be both more responsive to consumer need, and a far smaller burden on the public purse.

Meanwhile cash limits on British Rail are the controlling factor in its affairs at present. Sir Peter Parker, BR chairman, has given warning that unless investment in the railways is sharply increased they will continue to deteriorate throughout the 1980s, and parts will eventually disappear simply by default. The problem is especially acute in the case of London and South-east commuter

services where, Sir Peter says in a new "commuters' charter", investment must be doubled over the next decade from £900m to £1,800m if passengers are to enjoy a reasonable journey to work.

How this extra money is to be found remains uncertain—typical of the kind of uncertainties permeating the whole transport scene. Central Government does not want to pay it. Passengers do not want to pay it, and local authorities do not. A poll has on record London employers is being canvassed—but they would not like that, and neither would the local authorities if it drove employment away.

Clearly the emphasis is and will continue to be on economy, which means smaller and more economical cars, and larger and more economical lorries—to the extent that regulations and the environmental lobby permit. In the 10 years to 1978 road freight traffic actually fell, from 1,700m tonnes to 1,490m tonnes, much of the Continent at up to 50 tonnes, and the EEC proposing a compromise at 44 tonnes.

Investigations into battery-driven cars, buses and lorries continue with our own sight yet of a large-scale application. The cumbersome lead acid battery with its limited range

heavy industries such as steel and coal declining, and hybrid vehicles such as buses propelled partly by battery and partly by overhead wires or diesel engine.

The limitations on performance make the battery car totally without appeal to private buyers, and it seems that when the oil shortage really begins to bite a solution is much more likely to be found in oil substitutes such as synfuels from coal than in battery cars.

Pending that time, the prospect seems to be of smaller, simpler, more durable cars; buses and lorries as quiet and economical as manufacturers can make them, and heavily subsidized railways, electrified as much as the budget can stand.

Meanwhile, people can be expected to live closer to home as the cost of transport rises, and locally-produced goods and services can expect a fillip as transport links that have lengthened steadily through an era of cheap transport begin in many cases to shorten again.

Michael Baily
Transport Correspondent

Bleak outlook for guzzlers

Uncertainty over oil supplies remains

In 1970 the price of oil was more than tenfold, up at the end of 1973, the Arab embargo and the Yom Kippur war leapt again during the 1973-85 period as a result of the cuts in Iranian production by nearly 20 per cent.

These estimates will most certainly be revised downwards, but the effect on transport may be less marked than many might think. Thoughts of a carless, or a near carless, society are fiction, although growth in the use of public transport is real.

In the United Kingdom, British Rail last year achieved 20,000 million passenger miles, compared with 19,700 million miles the previous year. Last year proved to be the best since 1962, when the rail network was 30 per cent larger than it is today.

But it is difficult to attribute the rise solely to increasing costs of energy. British Rail's advertising is far stronger than it was, it is offering cut-price fares to attract more families to trains and cut down the disparity with motoring costs, and it may just be a question of convenience as parking restrictions and traffic queues become ever more bothersome.

The signs that car use is affected by the rising cost of energy are there, but they point to a recovery as soon as motorists get used to the new cost of petrol. There was a drop of car miles travelled in the United Kingdom of 1.8 per cent in 1974 (although use was restricted by a lack of supplies for some of the time) and a drop of 1 per cent in the third quarter of last year, the latest for which figures are available. The chances are, however, that use will pick up again, once economic activity expands.

Cars will change in the next 20 years, but as with the past two decades, the greatest changes by 2000 are as likely to be cosmetic as to do with energy saving.

For the gas-guzzler, however, the portents are bad. Ford and Opel have been running short time on their large models in Germany, and in the United Kingdom the inclusion of the Rover plan in the BL closures indicated the trend in Britain, even though the car concerned was universally heralded as a world-beater.

Small is becoming beautiful. Energy Agency figures increased by 5.5 per cent. Between 1973 and 1977 the growth was down engines and more efficient

use of fuel will all come, although much of this can but gradually. The Society of Motor Manufacturers and Traders has agreed to reduce voluntary average consumption of cars by 10 per cent by 1985, but this could have been at least 20 per cent higher had it not been for increasing regulations on emissions.

The car is likely to remain with us for as long as it is available to drive it. Many oil men now believe that self-sufficiency of oil from the North Sea for the United Kingdom can be maintained until at least 2000, but research is continuing to find substitutes.

The Department of Energy's Technology Support Unit has a biofuels research programme which is investigating methods of producing liquid fuels from biomass, which is organic wastes, sorted refuse and crops grown specifically for conversion to energy.

Brazil is far advanced in producing alcohol to run its motors and companies throughout the world. Rolls-Royce for one, has produced engines which will run on liquefied petroleum and other hydrocarbon gases. There are plentiful reserves of these throughout the world.

Research continues apart

in the electric car through the Electric Vehicle Development Group, which includes Government, universities and industry, but the battery which will be both economic and long-run

ing still eludes invention.

The move away from oil is likely to accelerate wherever possible. British Rail which has only 20 per cent of its network electrified compared with 99 per cent in Switzerland is planning to switch from its die-hard services on some long-distance runs.

At sea, conversion of ships to use more energy-efficient engines is growing. Coal is being considered again as a steam-raiser, and there is even talk of wind-assisted vessels.

But the exotic substitutions are some way away. The impact of energy shortages and increased costs on transport is likely to create gradual changes. Revolution will come only if needed, and if it is needed the world may have other problems to solve.

Nicholas Hirst
Energy Correspondent

Bunch of occupations

Efficiency demands professionals

The raison d'être of the Chartered Institute of Transport is professionalism. When the institute was founded, in 1919, the aim was "to make a profession of what had been a bunch of trading occupations". Formerly the institute sought "to promote, encourage and coordinate the study and advancement of the science and art of transport in all its branches".

Today, alas, transport is still a bunch of trading occupations with what many would see as excessive fragmentation, particularly in the dominant road haulage sector. But professionalism is firmly founded upon a body of theoretical and practical learning, knowledge, understanding, and experience which is common to all the various modes". In brief, that efficient transport demanded a significant level of knowledge, experience and responsibility requiring its practitioners to keep abreast of rapidly changing conditions and technology.

The CIT took on board the substance of the Massfield proposals as to the seven primary functions covering all transport modes and activities: management and financial control; transport operations and management; transport planning; physical distribution management; transport technology; social and environmental aspects; transport research and education.

The emphasis laid by the committee on broadening the membership has led to a new educational and membership structure. Licentiates grade is open to holders of defined qualifications such as the National Examination Board in Supervisory Studies Certificate or the Certificate of Competence in Road Transport, or those with 10 years in first-line, supervisory management.

About a quarter of the membership resides outside Britain and Ireland. There are branches in Australia, Ghana, Hong Kong, Kenya, Malawi, Malaysia, New Zealand, Nigeria, Pakistan, Singapore, and southern Africa. Overseas branches are moving towards autonomy. Dr Liam St John Devlin, the CIT president

continued on next page



"MUST KEEP GOING... GOT 600 MILLION MILES TO GO THIS YEAR."

"I'm a National Bus... got to keep going... but with 17,000 of us on the roads, carrying 1,800 million passengers... every year... got to keep up the pace..."

"...We're fully geared for the nineteen eighties... there will be new laws presenting new challenges, but we'll be way out in front..."

We'll continue to be the most... flexible, economic and universal transport system. That's it... must keep going..."

NATIONAL ➤

National Bus Company:
geared for the eighties.

Need for electric tracks

Computerized railways planned

With the expectation of increases in oil prices, and uncertainty about the performance and the reliability of supplies, it is logical that forward planning for British Rail should be based on electrification.

Britain stands seventeenth on a list of countries based on the extent of their conversion to electric railways. Countries such as Switzerland, Sweden, Norway, Italy and Austria, with respectively 99, 62, 58, 48 and 43 per cent of their routes electrified, are the leaders primarily because they are well endowed with cheap hydroelectric power.

Other countries, such as The Netherlands, adopted electric traction on a large scale many years ago because they lacked indigenous fossil fuels. Several others adopted electrification when reconstructing their devastated railways after 1945.

While taking those background factors into consideration, there still appears to be some force in the suggestion that Britain has been too slow in electrification.

There have been only one electrification project so far, which had more validation than the time than hindrance. Moorgate, with eight now allows. The world Bedford—senior British Rail crisis of 1973–74 gave the executives are aware that a new kind of there is no time to lose urgency, and there can be that project will, in any case, be completed early in now in knowing that Britain 1982. What they seek now is only 20 per cent of its encouragement and the

11,200 miles of railway tracks Japan, with 13,300 miles 20 years.

It is within that time-scale that British Rail hopes to electrify West Germany, with 17,900 miles of track; has 35 per cent; the Soviet Union, with 84,100 miles, has 29 per cent; France, with 21,600 miles, has 27 per cent; Spain, with 8,300 miles, has 26 per cent; Poland, with 14,700 miles, has 22 per cent.

It is in the light of Britain's place in this list that the words of Sir Peter Parker, chairman of the British Railways Board, in the board's last annual report

can be seen to be important. Referring to the "emerging national priority of electrification", Sir Peter said: "It is essential that the main strategic rail routes are electrified by the turn of the century".

Some hope that this target can be achieved might be given in the report of a joint working party of the British Railways Board and the Department of Transport to be published this summer.

At present, however, with several so few options for job in hand—the short distance which had more validation than hindrance. Moorgate, with eight now allows. The world Bedford—senior British Rail crisis of 1973–74 gave the executives are aware that a new kind of there is no time to lose urgency, and there can be that project will, in any case, be completed early in now in knowing that Britain 1982. What they seek now is only 20 per cent of its encouragement and the

means to draw up an electrification plan for the next 20 years.

It is within that time-scale that British Rail hopes to plan further modernization of its services as well as the electrification of the tracks. Much of this will be based on the technological revolution caused by the development of the silicon chip.

Through the opportunities offered by micro-electronics the British Rail research and development teams are working on ideas which will create as dramatic a revolution in transport as that achieved by their railway pioneering predecessors of the 1820s.

For future rail passengers, micro-electronics will open up new opportunities whether they are travelling by battery-powered railcar—the 250 km/h Advanced Passenger Train—or the 500 km/h magnetically-levitated vehicle.

The purchase of a ticket will buy a travel package including electric cars scheduled to collect passengers from their homes and convey them to their destination. In between, there offer us now a glimpse of the future of our railways, which every move will be monitored by the protective control of the silicon chip.

Tickets will be issued by microprocessors and seats Advanced Passenger Train on the Euston-to-Glasgow route in May. One of the problems, now processor will also monitor the subject of a major

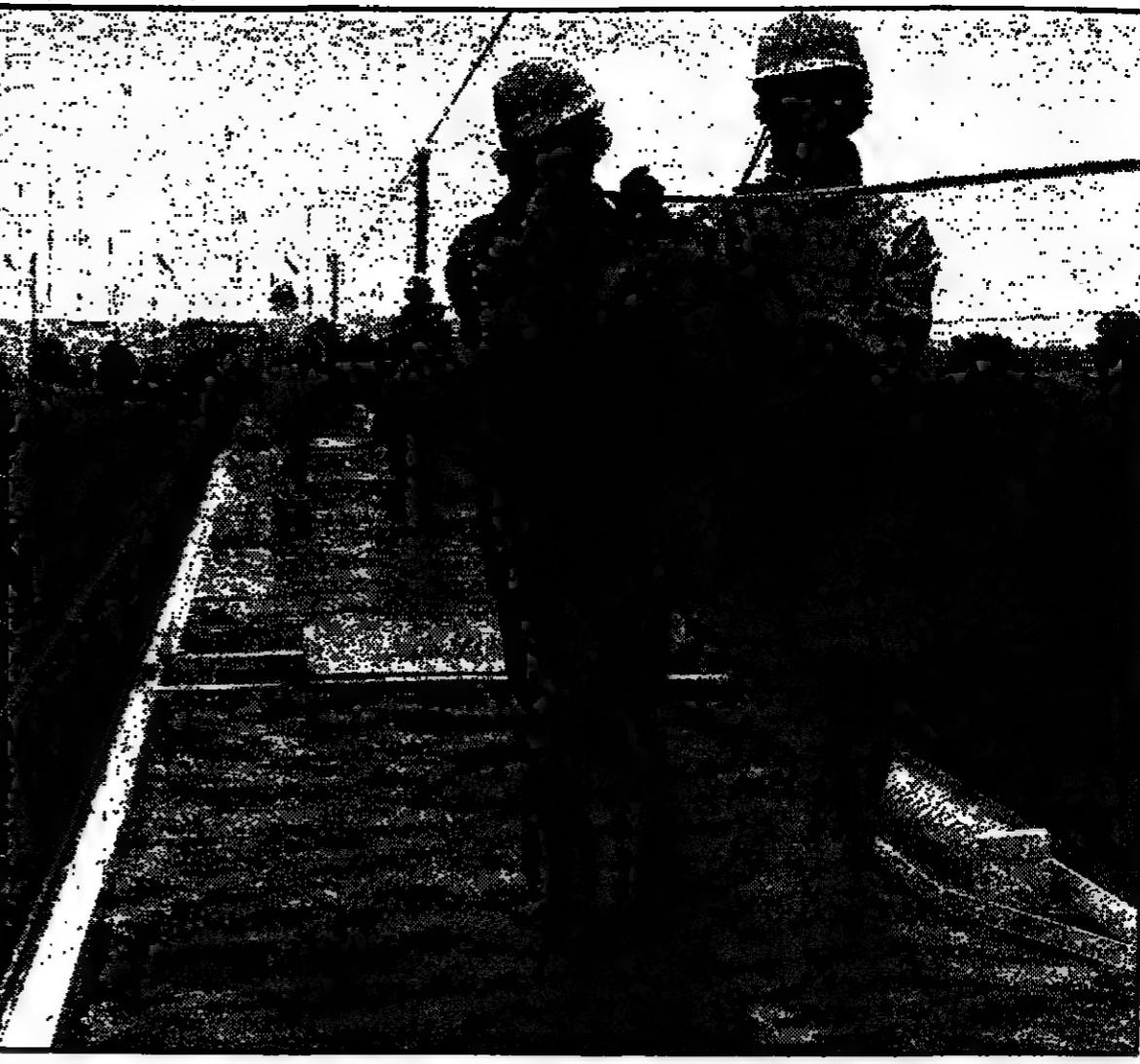
the train's suspension to give a smoother ride. Information will be much improved and many stations are likely to be unstaffed, with television sets to inform passengers about train arrivals and departures.

"We know the concern of the Minister of Transport, who is deeply committed to finding a solution to this problem", says Sir Peter. "We are working closely on it with our colleagues on the Greater London Council and at London Transport."

"British Rail is never short of critics, but many of them may be surprised to know that it actually achieves an operating surplus. This was £37,800,000 in 1978 and £44,700,000 in 1977—the most recent figures available, although the surplus is calculated after allowing for the Government's contribution through its Public Service Obligation (PSO) this is still lower, as a proportion of the gross domestic product, than the European average. In 1977 the PSO was 0.35 per cent of the g.d.p. compared with 0.84 per cent in Europe.

As for the future of British Rail, Sir Peter Parker leaves no room for doubt about his confidence: "The time for railways has come again", he says. "The work is being made by the increasing number of passengers we are carrying through the system."

Alan Grainge Electrifying the tracks near Stewarby, south of Bedford.



The Time Machine.

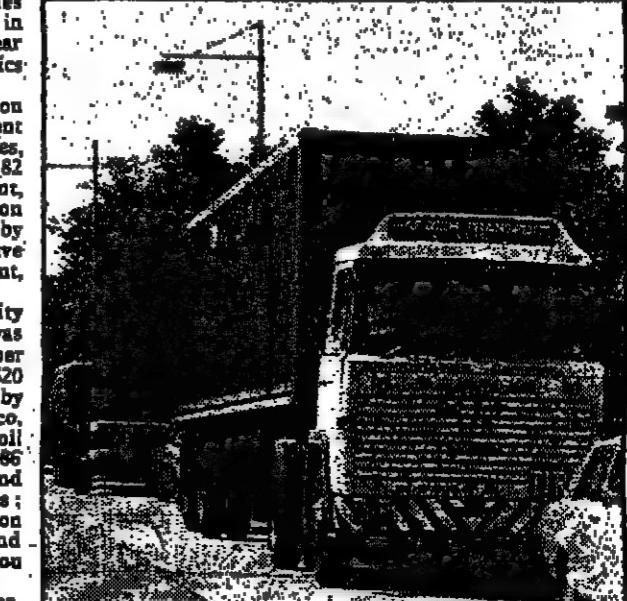
New York in 4 hours.
Washington in 4 hours 10 mins.
Bahrain in 4 hours 10 mins.
Dallas in 7 hours 45 mins.
Singapore in 9 hours 10 mins.

British airways Concorde

*Interchange with Braniff. †In association with SIA

The juggernaut stays

Conflict over freight sharpens



The bogey of the environmentalists—some of the 1,750,000 lorries on the roads towards quieter, cleaner vehicles:

The one move that might help hauliers to cut their costs—higher maximum lorry weights—continues to be frustrated for environmental reasons and awaits the outcome of the inquiry into lorries and the environment being carried out for the Government by Sir Arthur Armitage.

It has been generally accepted, for some years, that the best way of overcoming the lorry nuisance is to provide suitable roads for heavy vehicles in the form of good motorways and trunk roads between towns and cities and linking the main industrial areas to ports; and of by-pass roads round towns and villages whose historic or residential or shopping streets are unsuitable for the big lorries of today.

As an adjunct to this London and other cities have applied restrictions on lorries that are permitted to enter urban areas; a trend reinforced by the Dykes Act of the mid-1970s requiring local authorities to prepare steps along these lines.

In the end, a balance has to be struck between the benefits road transport brings in the form of employment, prosperity, efficient industry, rapid, frequent delivery of consumer goods to shops and supermarkets, and the drawbacks of traffic congestion, noise, fumes and visual intrusion.

It is a conflict that could be said to be at the heart of our modern way of life.

Michael Baily

Efficiency demands professionals

continued from previous page

reminded members recently that the Irish section is now the Chartered Institute of Transport in Ireland. Mr Donald Locke, director-general, says the Australian Section is a prime mover in planning CIT's international transport conference to be held in Vancouver next year.

A fellow of the institute, Professor Karl Ruppenthal, of the Transport Studies Centre at the University of British Columbia, is concerting arrangements at Vancouver. It is hoped that employers in the industry,

there will be a large contingent of professionals from the United States. Conference, from such international conferences, we may, at headquarters through Mr Arthur Beckenham, director of education and training, of transport professionals sharing common standards.

Twenty-four branches beat the institute's drum in Britain. All hold regular meetings and some mount regional conferences. There is an annual weekend conference at New College, Oxford. The pleasant head of the province Research is the province of institute members and some of the larger employers in the industry.

John Darker

Pressure on car owners

Petrol engine will hold its own —unless the wells run dry

The car is by far the most popular means of personal transport in Britain, accounting for some 80 per cent of passenger miles, shared with 11 per cent cabs and coaches and 7 per cent for trains. It is a vehicle which utilises the roads, unless exceptional circumstances intervene.

The possibility is that the oil import costs will increase the incomes of motorists, but they will be less able to give up their cars.

But although motorists have the right to expect anything from the government, it is a vehicle which utilises the roads, unless exceptional circumstances intervene.

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Whether and how, central and local government (or attempt to do it themselves), there was not the will to intervene to restrict the slightest evidence of cars being abandoned completely.

By the end of the 1970s there were more than 34 million of them on the roads of Britain, compared with 11,500,000 when the decade began.

The prospect for the present Transport Minister, Mr Norman Fowler, is that car ownership will increase still further, though probably at a slower rate. There is certainly room for growth, surprising as it may seem.

Driving a car is, to some extent, a selfish activity.

The other approach is to ensure that cars use less fuel.

Some households still do not have the use of a car. How many

Never can the economic cost of these acquire cars will which is foreign to a democratic society, how can motorists be persuaded back into trains and buses? And while more and more people take to cars, so public transport declines; it is a vicious circle.

The other area of official pressure on car owners has depended mainly on the general level of prosperity in the last decade, and particularly the country, after the Yom Kippur war.

If there is a big surge in the number of oil prices, Spectre's will increase.

The family budget, not excluding the mortgage.

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which is foreign to a democratic society, how can motorists be persuaded back into trains and buses? And while more and more people take to cars, so public transport declines; it is a vicious circle.

The other area of official pressure, probably a more significant, has been made more difficult by the rush hour, holiday pressure, one is energy saving. The motorist may be quick to point out that only 17 per cent of oil consumed in Britain is used for transport.

The United States has gone further than any other country in the provision of interior space and in the case—and hence cost—of repairs and maintenance. But there is unlikely, at the present rate of progress, to be a serious challenger to the internal combustion petrol engine, which has powered the car through the first 100 years, before the end of the century at least.

As Churchill said of democracy, "it is not perfect but you only have to look at the alternatives. The electric car must be a contender, but only if batteries can be devised that give much better performance and a greater range before recharging.

There are three main constraints on further road building. One is the much-rehearsed environmental argument that new roads, and particularly motorways, swallow up a disproportionate amount of agricultural land, or, alternatively, encroach on increasingly important areas of town and cities where inhabitants are made to suffer for the sake of the convenience of commuters and the commercial profit of haulage firms.

The second constraint is the difficulty in deciding whether a particular road will justify its construction. One of the arguments used by opponents of road schemes is that oil price rises and, eventually, absolute shortages of fuel will demand alternative systems of transportation.

But priority would also be attached to other schemes designed to relieve towns and villages where such problems were at their worst.

Emphasis would also be given to projects which removed constraints on regional development, or which might assist the regeneration of inner city areas.

Mr Fowler repeated the prevalent view that the private car was likely to be the dominant form of transport in the foreseeable future.

The Government had carefully considered the implications of present energy problems, he stated, but he insisted that present traffic forecasts allowed not only for recent increases in petrol prices, but for further increases in real prices in future.

"While it is possible to envisage circumstances in which the volume of traffic might be reduced by increasing consumption in oil supplies, the Government does not consider that it would be sensible to rely on the possibility of fuel shortages to solve the problems of delays on major industrial sources, and of intrusion by heavy traffic into towns and villages," he added.

The third, and most immediate, constraint lies in the availability of public funds, which seem certain to be severely rationed in the foreseeable future.

John Tyme, who became something of a cult figure and has since large disappeared from view, was backed.

There was no disappointment among the small operators who, it was said, ignored the interests of those who stood to benefit from new roads that would take traffic out of the streets where they lived.

Conservationists were also seen to have created their own paradox. Was it, for example, better to continue allowing heavy traffic to rumble through the streets of already congested towns, damaging buildings and inflicting noise and disruption on people's daily lives, than to construct a new bypass through open countryside, which would destroy other people's cherished amenities?

It is sheer speculation to believe that private operators will rush in to run uneconomic services. However, Brinsford's bus services are on the brink of change from a public utility to a commercial industry, one that is likely to be less seemingly bureaucratic and more market-oriented, as in continental Europe and America.

It is often suggested that private operators will dilute their ability to operate a broad network of services, including those where social need prevails over economic reality. The sequel would be further pruning of marginal and loss-making runs.

Main operators like NBC which runs countrywide services through 35 subsidiaries, fear a fiercely competitive free-for-all which would damage public interest as well as themselves.

They see the way being paved for "Speedy Lakers" to challenge them for routes earning high passenger revenues per mile, such as those enjoying day-long passenger usage between large towns.

This would, they say, dilute their ability to operate a broad network of services, including those where social need prevails over economic reality. The

commitment to the Government that consumption by motorists dropping to a Fiesta are not going to solve the energy crisis.

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The argument was employed to emotive effect at the controversial public inquiries that took place in the mid-1970s. But the voices of eloquent protest which seemed certain to be severely rationed in the foreseeable future.

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Road policy criticism

Three checks to expansion

The publication, expected next month, of the annual White Paper on roads policy has been timed to reflect the limitations imposed by the preceding White Paper on public expenditure. It seems certain to be criticized on opposing fronts; by the so-called road haulage lobby, who will express predictable dismay at the postponement of what they see as essential schemes for new construction and improvement; and by the anti-

roads campaigners who believe that the time is ripe to call a halt to further large-scale projects, on the grounds that the nation cannot afford them and that they will eventually prove to have been unnecessary.

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third, and most immediate, constraint lies in the availability of public funds, which seem certain to be severely rationed in the foreseeable future.

Although the Government has declared itself committed to certain priority schemes, notably the M25 and M42 orbital routes, it has already become clear that recent House of Lords rulings notwithstanding, work on such projects as the M40 and M42 motorway links in the Midlands will be seriously delayed.

The Government's view was set out in a statement by Mr Norman Fowler, Minister of Transport, last July. While it was appreciated that needs had an important part to play in national economic recovery, he said, progress in road building would depend upon the continuing need to contain public expenditure.

Apart from the completion of the M25, whatever funds were available would be directed to those schemes, such as the routes to the ports, which would assist the development of

Bus services on brink of change

Now neither competition nor innovation

by the year 2000, one quarter of all households in Britain will probably be without a car: "Many of these will be elderly people and families on low incomes who need dependable transport as much as people with cars."

When this forecast was made in a 1978 government policy paper, the bus sector of public transport had probably reached its lowest level of dependency. The state-owned National Bus Company (NBC) had since 1976 slashed services "to secure economies amounting to some 45 million miles a year", while London Transport, one of the world's leading transit undertakings, was berated for the fourth successive year by the LT Passengers' Committee for "the general unreliability of bus services".

In 1978, central and local

government support for bus services totalled £29m, compared with £23m in 1969.

Bus use has halved since 1959, yet the total mileage of all forms of passenger transport has doubled.

In other words, buses have been carrying a decreasing share of a growing market at an increasing cost to the public, through rates and taxes in addition to inadequate passenger services.

It is clear that no service

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Tourists and businessmen may be segregated at airports

More air travellers but cheap-fare revolution is ending

Although the number of the recent decision by the British Government not to invest in a big new airport for London, to be used after the existing airports at Heathrow and Gatwick become full.

Instead, the Government is to develop Stansted, to the north-east of the capital, an airport which is already in being, and which can be enlarged gradually if, and when, the traffic warrants it. By the end of this decade, Stansted could be dealing with 15 million passengers a year. By the end of the century it could take 30 million a year, but it would be a brave aviation spokesman who in 1980 predicted that, against the background of fuel price rises and the scarcity of kerosene, civil aviation will expand to anything like that extent.

The days of the cheap fare revolution, introduced by Sir Freddie Laker with his Skymail North Atlantic service, are numbered, and the public in Britain and Europe is unlikely to enjoy again such travel bargains as they are being offered in the United States this summer.

But at the moment the public is still flying in droves, although the airlines and the airport authorities detect a trend in cut back on fringe spending on such items as duty-free goods, car hire and expensive airport car parking.

Within the United States, which has traditionally been the cheapest place for fuel, aviation kerosene now costs an average of 75 cents a gallon. In January, 1978, the comparative figure was 35 cents. In other parts of the world, some airlines are paying \$1.35 as a matter of routine and on the spot market-buying without a long-term contract, is considerably higher.

Every airline has its own forecast on what fuel prices will do in the coming years, but on past forecasting records those estimates are unreliable and are usually pitched too low. Such uncertainties are bedeviling not only airline planning, but also the planning of those who run the world's airports.

This is the reason behind crowding at airport terminals is to have leisure passengers checking in themselves and their baggage at terminals remote from the airport, then being taken direct to their aircraft by bus when the flight is ready to leave.

Shuttle services, where passengers need make no advance bookings, but simply turn up and take off



Of the 800 million people in the words of British Airways, have not proliferated to such an extent as these pictured above who fly between the United Kingdom mainland and the Channel Isles.

mines is to have leisure passengers checking in themselves and their baggage at terminals remote from the airport, then being taken direct to their aircraft by bus when the flight is ready to leave.

Shuttle services, where passengers need make no advance bookings, but simply turn up and take off

keep the promise to the travellers that nobody will ever be left behind, even if there is only one person to an aircraft.

Flying shuttle services across national boundaries raises a new set of problems which, so far, have proved insoluble. Attempts to start such flights between London and Paris, Brussels and Amsterdam have been in progress for years, but have failed to date, largely because governments and all the bureaucratic paraphernalia of immigration and customs control have to be brought in.

But with Britain in the

EEC, and with the Community taking a new interest in commercial aviation in general, these problems could be overcome soon. Work is going ahead at Heathrow on a separate terminal in which flights to the cities mentioned above will be concentrated and from which shuttle services could be operated.

The EEC has said that it wants lower fares within Europe, an area where air passengers pay some of the highest prices in the world because of the high costs of air travel. As in the case of shuttle services, the airlines are prepared to offer cheap fares if they are allowed new routes, but there are no moves in sight suggest of them own either.

Arthur F

Air Correspondent

Better times for tramps

Shipping prospects are improving

Until Russia threw the world into a state of fresh uncertainty by marching into Afghanistan, the shipping industry was beginning to emerge from the longest and deepest slump of modern times. After five years in which the many surplus tankers had been used first for dry cargo and then as liner freight rates were beginning to climb back to a profitable level. A rosy future during the 1980s was being predicted for bulk carriers in particular, when President Carter's embargo on American grain shipments to Russia removed at once the biggest single commodity movement supporting the revival.

Since then both dry cargo and tanker rates have fallen, not excessively—war is, after all, with fanning the traditional source of freight market booms.

The picture is still far too unclear for it to be predicted with certainty whether the withdrawal of this 17 million tonnes—more than 10 per cent of the world's total grain movement by sea—will throw the freight market back into the doldrums.

Given a reasonable growth in world trade—one expert forecast at a recent shipping conference in London was for no growth this year, 1 per cent next year, 8 per cent in 1982, and an average 4 per cent a year for the remainder of the decade—together with low output from the shipyards, there is a chance of real prosperity in the shipping markets within the next two years for the first time since 1973.

With the wisdom of hindsight there are voices counselling caution this time. The banks which contributed so heavily to the last slump, by financing too much tonnage with too little security in the early 1970s, probably this time they will be far more selective.

But there is no doubt that the banks are back in the market, interested in investing in shipping once more.

If tramp shipping is moving into better times, liner shipping is still in difficulties. This is the result not only of surplus tramp ships being used for passengers, but also of political uncertainties compounded for established maritime states such as Britain by attempts on the part of developing countries to carry a larger share of the world's liner trade.

These efforts have been promoted strongly by the United Nations Committee for Trade and Development (UNCTAD) as part of its wider attempts to redress the balance of wealth between the poor countries of the world, where people starve daily, and the rich countries where many die from over-consumption.

Liner shipping, largely a British invention, grew up in the nineteenth century to provide regular services between the colonial powers of Europe and their colonies in America, Africa and the East, carrying in the main manufactured goods outward and food and other

commodities homeward, as much as 30 per cent seen to be damaged or lost.

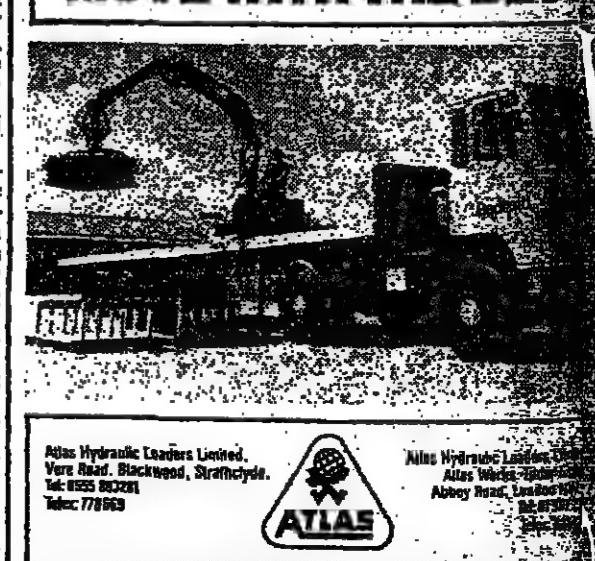
The state trading company able to control both shipping and cargo has a big advantage in dealing costs. For Eastern lines with commercial lines which do not control cargo, and with their thrusting liners fleets under the other old colonial flags of Europe, and are therefore vulnerable to cheap offers.

Russian shipping advances compounded in the European Far East trades by rapid growth in traffic on the off such an essential Trans-Siberian Railway. General Council of Shipping has asked the United States and Western Europe to help in the establishment of a joint commission for a western investment allowance.

British owners, to help in new tonnage, have reduced the merchant fleet by 10 per cent, with shipowners monitoring Russian ship movements in Western European ports for some time, with the tentative objective of imposing limits on their activities and possibly penalties where they are.

Michael

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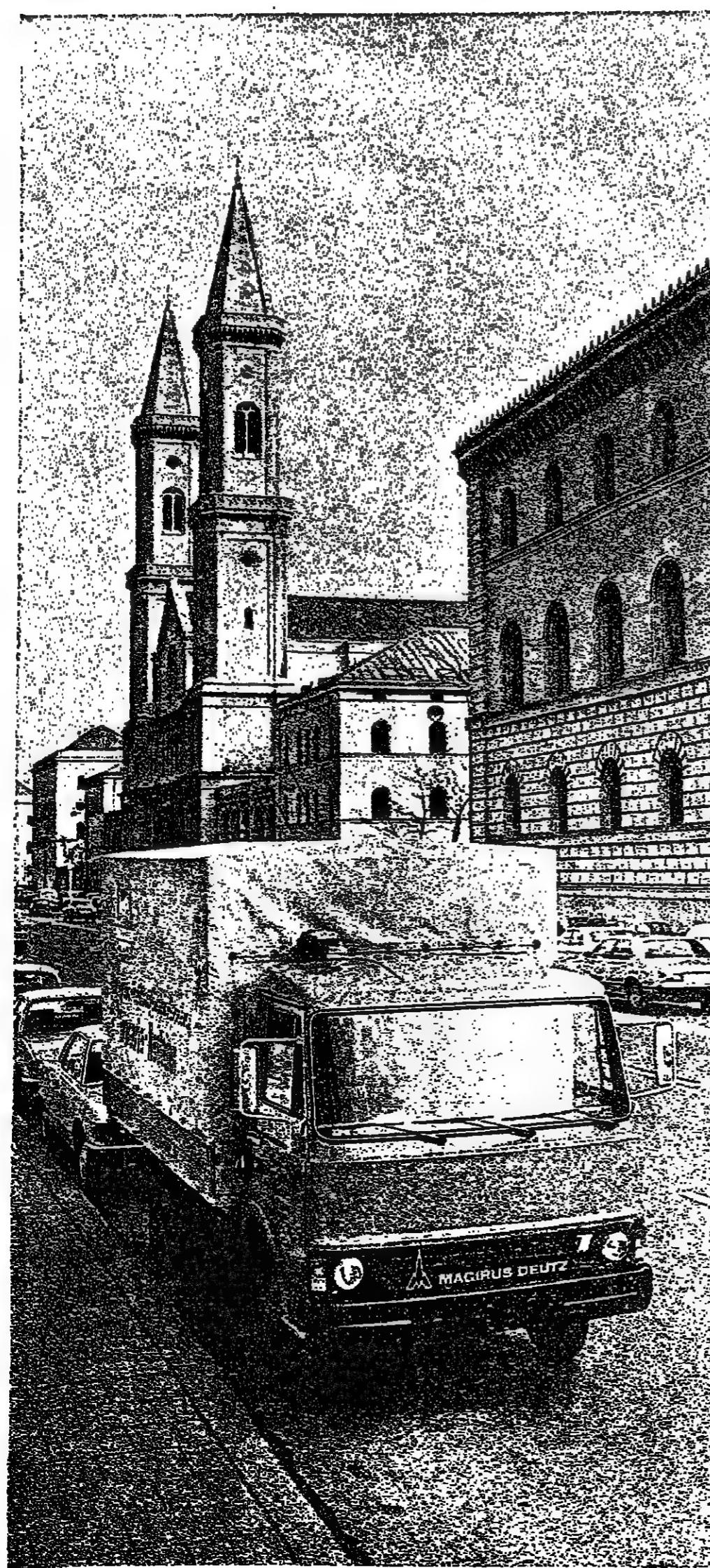
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THE TIMES

BUSINESS NEWS

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Glim 64.40, up 0.24Sterling
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IN BRITAIN

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icture of optical com-

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Bank Governor predicts interest rates at peak for several months

By Caroline Atkinson

Interest rates are likely to stay at the present record levels for several more months. Mr Gordon Richardson, Governor of the Bank of England said in London yesterday that there is no alternative to high interest rates until inflation begins to slow down.

This is unlikely to happen until the summer at the earliest. The Bank of England forecast yesterday that inflation would accelerate further in the coming few months.

The Governor recognized that high interest rates and a tight money policy will lead to lower living standards for a year or two. The Bank forecast a drop in economic output of at least 2 per cent in its latest Quarterly Bulletin, published yesterday. Manufacturing output may fall by twice as much as that.

The Governor, speaking at a lunch for The Guardian Young Businessman of the Year, appeared to be defending the Bank against recent criticism that it is not firmly committed to a tight money policy.

Mr Richardson said that the Bank saw it as its duty to "put its weight consistently behind policies designed to promote a framework of monetary stability". He emphasized the continuing role of the Bank while political measures change.

The Bank in its latest bulletin calls for a continued money squeeze as the only way to bring down inflation and "lay the basis for economic growth in later years".

It points to a dramatic fall in British competitiveness last year as a result of the strong pound, and rapidly rising labour costs. The bulletin comments that a higher out-turn in the present year would then in the last will be "disappointing", adding to the already considerable financial pressures on industry.

The Bank expects the present cash squeeze on industry to worsen this year. The combination of high interest rates and a high exchange rate hit

Official institutions will have to help more in the recycling in 1981 and later years than last year.

The Bank's assessment con-

centrates on the impact of higher oil revenues on international banking, and on domestic money policy.

The recent oil price rises are expected to lead to Opec surpluses as large in real terms as those produced by the first oil price rise in 1973. They are also likely to last longer than before.

The problems facing the world's banking system are thus severe. The Bank estimates that oil exporting countries will run a surplus this year of \$12,000m, after one of \$7,000m last year.

The bulletin repeats the Governor's suggestion that the International Monetary Fund should introduce new lending facilities to help to recycle oil funds in deficit countries.

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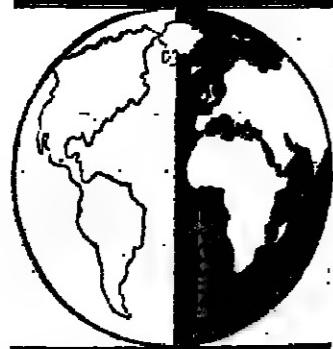
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US opposed to curb on Japanese car imports

America is opposed to restricting car imports from Japan, either through legislation or voluntary restraints. Mr Reuben Askew, President Carter's special trade representative said.

He told a Congress ways and means subcommittee that Japanese imports had risen because of consumer demand for small, fuel-efficient quality cars, it would take the American car industry several more years to produce an adequate supply of such cars.

Mexico oil output

Sir José López Portillo, Mexico's president, said he wants the country's oil output to exceed an earlier self-imposed 1980 ceiling. The increased flow would partly offset cutbacks planned by Opec members. He urged oil workers to try to produce between 2.5 and 2.7 million barrels daily this year.

Finland trade deficit

Finland's trade ran into a deficit of 365m Finnish marks (£14m) in February from a 422m Finnish marks surplus a year earlier. Exports totalled 3,796m Finnish marks, up 35 per cent from a year earlier, but imports totalled 4,161m Finnish marks, up 74 per cent from a year before.

Italy-Poland talks

Italy's state oil group ENI said it is discussing linking with Poland for research into coal gasification and liquefaction. Italy is interested in importing coal from Poland and liquefaction would improve transport as well as being of use in the chemical industry.

Car production fall

Car output in West Germany in February totalled 329,700 units, down 6 per cent compared with February 1979. Truck production, however, was up about 2 per cent at 25,700 units. Exports totalled 195,000 vehicles, up 3.8 per cent from February 1979.

Applying more computer power to the desk top

Steps towards the electronic office

The trend towards the integrated, electronics-based office of the future is emphasized today with the announcement by Philips Industries of the merging of four previously separate companies into a single group, to be known as Philips Business Systems.

Separately, the four companies have sold telephones, telephone switching systems, office computers, and other office equipment. Together, they are now moving towards the increasingly integrated systems which will link various kinds of communications and information processing in business in the years to come.

The companies are Pye TMC (telephone systems and instruments and videotext terminals); Philips Data Systems (office computers and terminals); Pye Business Communications (computer-based business telephone systems, intercom, public address, paging and closed-circuit television); and Philips Business Equipment (dictation machines, word processors and electronic accounting machines).

Mr Brian Manley, managing director of Philips Business Systems, said yesterday that he expected the fastest-growing part of the business systems industry in the next decade to be in communication-based

equipment. Telecommunications, he argued, would form the basis of the electronic office.

The market would evolve in two stages, Mr Manley forecast. First, an increase in the amount of "stand-alone" equipment, increasingly with "intelligent communications," added. Secondly, the integration of individual pieces of equipment.

This second stage would lead, in the 1990s, to complete intercommunication between terminals handling word and data processing, audio and message transmission, data and text storage, and a range of "personal computing" functions.

Major growth, he said, would be based more and more on applying computer power at the desk. The new group's turnover for this year will be more than £100m. By 1984 the aim is to raise this to more than £200m, with the Philips share of the market rising from about 17 per cent now to about 22 per cent in 1984.

Mr Manley is aware that instant integration—for Philips as for customers—is not possible. "We plan progressively to integrate over the next two years," he said yesterday, with the emphasis this year on improving the group's overall servicing operation.

Headquarters of the new group will be in Maidenhead, Berkshire. Telecommunications manufacturing includes factories at Middlesbrough and Airdrie, Lanarkshire. A further 250 jobs are to be created by the group in Scotland as part of a £3m investment there.

Britain is the scene for this; Philips's first major move along the much-debated "convergence" route (the convergence being that between computing, telecommunications, and office systems), but the same approach is likely to follow in other parts of the Dutch-based organization.

The same approach is also likely to be reflected in moves by other companies in the business systems industries. Plessey Telecommunications changed its name to Plessey Telecommunications and Office Systems last year for much the same reason.

In particular, Plessey and Philips share a basic assumption in their planning for the future market for office systems. This is the belief that the computerized private automatic branch exchange (PABX)—as Mr Manley called it yesterday, the "business switch"—will be at the heart of all the forthcoming integrated systems.

Kenneth Owen

Ministers admit delay on BNOC legislation

By Nicholas Elshtain

Government Ministers have now accepted it is impossible to introduce legislation to invite private capital into the British National Oil Corporation in the present parliamentary session.

Instead, Mr David Howell,

Secretary of State for Energy,

is expected to make a statement before the Easter recess outlining plans for legislation to be brought in probably in the autumn.

If the plan could be put into effect for 1980/81 both aims could have been achieved. An alternative to offering shares—offer a loan stock with an added royalty payment—was considered but this did not reduce the PSBR and it missed the main criterion of giving the public a chance of direct ownership in BNOC's offshore interest.

The decision to go ahead with the share offer even though it will not take place in the most attractive year is regarded as a political victory for Mr Howell.

Meanwhile, discussions between the industry and the Department of Energy, including the role of BNOC, could be delaying an announcement of the details of the seventh round of licensing of 70 new exploration blocks.

One-for-four scrip issue from Relyon

Relyon PBWS, the bedding manufacturer, has turned in a 29 per cent sales increase and a 24 per cent rise in pretax profits for 1979.

Sales rose from £10.1m to £13m while pretax profits rose from £1.5m to £1.85m. At the trading level, the rate of profit is 5.36p

increase rises to 28 per cent from £1.6m to £2.1m but there is a depreciation charge of £225,000 compared with £125,000.

The board also announced a one-for-four scrip issue.

The final dividend is 5.36p

making a total of 8.57p

Imports mean losses for chemical industry

By John Huxley

Car imports during 1979 cost chemical manufacturers in the United Kingdom sales of at least £73m, according to a lead.

Mr Norman Mischler, chairman of Hoechst UK, said that

the estimate was conservative. It was based on the loss of sales of plain plastic components and other products for almost one million cars. This was only one example of the damaging effect on the chemicals industry caused by erosion of its customer base.

"Having a lower customer base at home and greater export hurdles abroad, the United Kingdom's chemical industry—with its higher energy, and in some cases higher feedstock costs, rising labour costs, and decreasing capital investments—will inevitably face increasing imports at lower unit cost in the future."

Mr Mischler said the German parent had not rejected investment suggestions. Rather, it was difficult in the present circumstances to put forward worthwhile projects.

Chemicals profits: A report published yesterday suggests that profitability in the chemicals industry is greatest in companies where capital intensity per employee is high and where employees are highly paid.

According to Management Ratios, produced by Dun & Bradstreet, the business information company, a 10 per cent improvement in worker productivity can yield a 30 per cent

increase in profits.

Cheap American imports are blamed for the continuing difficulties of Hoechst's fibres business at Limavady in Northern Ireland, which is operating well below full capacity. Although it remained in the black during 1979, it is expected to record a loss, despite restructuring in 1980.

LETTERS TO THE EDITOR

Britain's policy on shipbuilding remains too little, too late

From Sir William Lithgow
Sir, No successful industrial nation has a Civil Service quite like ours. Your report of evidence to the Commons Public Accounts Committee gives the version according to Sir Peter Carey of what has gone wrong with British Shipbuilders. It reveals underlying causes of the British disease.

British governments and those who serve them do not understand how industry works, a point made very forcibly to me by one of Dr Richard's closest economic advisers years ago. Many believe that investment in productive resources is possible without the generation of profit, while the white collar attitude is that losses must be equated with poor productivity of labour, never with excessive overheads.

Let me rebut. Sir Peter's attempt to place the blame for British Shipbuilders' catastrophic losses under his aegis on the former managements in the industry, many of whom are no longer alive to defend their record. Britons have acted as technicians and management consultants to successful new ventures all over the world, to the immense benefit of the British equipment industries. Who played the key roles in engineering the South Korean miracle?

I entered an industry bruised and apprehensive after the terrible inter-war depression in which British economic policy led to vital productive areas of the economy and society suffering awfully. Others, particularly those in the nation's overheads, were comfortably insulated. I entered an industry, exhausted by the effort needed to save this island nation in the last War, which by then was being sabotaged by Government policy which starved home industry while steel was exported to foreign competitors.

We were soon face to face with the industrial reality of Parliament: we are told, are due to our unreasonableness in not accepting that these assets should, effectively, be sequestered.

Britain's policy towards shipbuilding, as with most productive industries, has consistently been one of too little, too late. The warnings of those who actually work in the engine room of the economy are ignored in favour of the intellectual theorists in London. There is a deal of difference between little England and the hard world of the international market place with barbed wire entanglements of national politics and aspirations. Capital goods industry and especially shipbuilding suffered from the effects of British financial inconstancy and inflationary inflation on the fixed prices demanded by a world market.

'Silly monetarism' hurts the small businessman

From Mr Edward Frewin

Sir, My wife and I run a small business. We began trading in 1967 and by working hard over six and seven days a week 51 weeks of the year we created nine new jobs, five filled from the ranks of the unemployed. We are proud that about 30 per cent of our products are exported and it would, therefore, not be immodest for us to say that we are doing our bit for the country's balance of payments as well as the unemployment problem.

This present Government was partly elected on its candidates' vocal support for the job-creating small-business community. We were naturally excited to know where this help would first manifest itself. The only piece of legislation we can find was the abolition of the requirement for small businesses to re-employ a female staff member after her confinement. I believe this is where the Government's help began and ended.

To balance this legislation we have the following list to contend with:

1. Usurers' interest rates, making our £50,000 overdraft virtually impossible to service and creating the unbelieveable

5. 20 per cent increases in office and factory rates.

6. Further increases in our overheads from electricity, telephone and the amazing postal charges.

7. Now, past and planned increases in petrol prices put our representatives' jobs in jeopardy.

These items were all directly caused by this Government's silly monetarist policy. I, in common with most of the business community in this country, cannot wait for the return of the sensible politics of maintaining the delicate balance between monetarism and planning the economy.

Yours faithfully,
EDWARD J. FREWIN,
Cleare's Cottage,
Waltham St. Lawrence,
Reading RG10 0NL

Irony of plan to end The Money Programme

From Mr Richard Wainwright, MP, Mr Nicholas Scott, MP, and Mr Robert Cant, MP, Sir, In a recent article in Business News (Feb 25) about leasing, it was stated that "like banks and finance companies, retailers get no benefit from stock appreciation relief".

In the 12 years since its debut, The Money Programme has established a deserved reputation for informed and informative weekly reporting of national and international economic affairs. The programme performs an important function in explaining complicated economic ideas simply and well.

As the realities of Britain's economic position come more and more to dominate our politics, it seems to me perverse to cut the one programme designed specifically to inform on industry and the economy.

The BBC appears to be flying in the face of the recommendation of the Annan committee that coverage of business and industry should be extended, not cut.

It is ironic that it should be the BBC's economic coverage that is the latest victim of economics.

Yours faithfully,
RICHARD WAINWRIGHT,
Liberal Treasury Spokesman;
NICHOLAS SCOTT,
Chairman, Conservative Employment Committee;
ROBERT CANT, Chairman, Labour Finance and Economic Affairs Committee;
House of Commons,
London SW1A 0AA.

Retailers and benefit of stock relief

From Mr P. G. Kaufman
Sir, In a recent article in Business News (Feb 25) about leasing, it was stated that "like banks and finance companies, retailers get no benefit from stock appreciation relief".

A more constructive by those concerned is interest rates might be considered in more detail actions needed to be taken to bring about a fall.

Yours faithfully,
P. G. KAUFMAN,
President,
Confederation of Bank
Associations,
2 Heath Drive,
Maidenhead,
Berkshire SL6 2EZ.

I am somewhat surprised that the error in the article has, apparently, not been the subject of comment to you from anyone in the above-mentioned groups. I, therefore, hope that this letter will serve to correct any mistaken impressions.

Yours truly,
P. G. KAUFMAN,
Pontresina,
Park View Road,
Woldingham,
Surrey CR3 7DE.
March 18.

BP investor

From Mr David D. Fitzpatrick
Sir, I took up the Governor's invitation last October to come a small, even minor shareholder in BP. We

Chancellor now to my mind by a windfall profit.

I would regard myself as a victim of a confidence trick.

Yours sincerely,
DAVID D. FITZPATRICK
3 Halem Close,
Endcliffe Vale Road,
Sheffield S10 2EW.
March 18.

F. Pratt Engineering Corporation Limited

THE 3RD ANNUAL GENERAL MEETING WAS HELD ON MARCH 14, 1980. THE FOLLOWING POINTS WERE DISCUSSED:

TRADING RESULTS: The group improved its profitability in the second half of the year in spite of industrial unrest and high cost of borrowings.

DIVIDEND: A final of 3.8p per share will be paid to make up for the year 8p compared with 8.37p for the previous year.

OUTLOOK: The current year started with a good order book and, with the precautionary measures taken to counter the worst effects of the steel strike, the first half should reflect improvement in the second half of last year. There is no evidence of a reduced rate of ordering both by U.K. and overseas customers, and it is therefore not yet possible to predict what will be our achievement for the full year.

Four-star Steetley?

Yes — because the petroleum companies rely very significantly on us for their success. Our contribution to oil and gas exploration is considerable. The industry is served by a variety of Steetley products including drilling mud constituents, filter-aids and special minerals.

Our indirect contribution is also essential. The builders of oil-rigs, drilling platforms and supply ships depend on the steel and metal finishing industries to whom we supply refractory bricks, foundry sands, plating chemicals and moulding additives.

STEETLEY
products for the world's industries
The Steetley Company Limited, Gateford Hill, Worksop, Nottinghamshire S81 8AF, England.

07292575

David Hewson

Over 74% of Times readers purchase wines and spirits for home consumption.

24/11/80/1550

BY THE FINANCIAL EDITOR

TI in the doldrums

Engineering strike last autumn has every bit as debilitating as TI feared for the major part of the £27.8m to £52.2m in full year pre-tax profits without the £20m cost of that dispute, almost halved second-half profits to £1.8m. TI would have in any case been ushered to get close to 1978's performance which was the culmination of several streamlinings of its activities.

The rest TI's results are indicative of what is happening to much of the rest of Kingdom manufacturing industry; the cost of money pushed up interest rates from £6m to £13.5m net while strength of sterling has eaten into exports and given imports a helping hand, only division to have done any better than domestic appliances whose pre-tax profits went up from £9m to £15.3m group improved its market share, it was a case of which of the divisions could limit the damage of the engineering strike best.

Even steel tubes took the brunt of trading profits almost halved to while perhaps the most disappointing has come from cycles and toys where there was a £11.6m turnaround to £3.6m.

The position of the Raleigh cycle is even worse than these figures with poor overseas markets ally in Nigeria, and the strength of turning last year's profit of £8.4m £6.2m loss.

What affected was the aluminium side volume gains helped to offset the industrial disputes and higher and British Aluminium, TI's 58 per cent subsidiary, yesterday reported a drop in pre-tax profits to £20.6m.

making no predictions about the future but looks to be just as exposed to slowdown in the economy as any other this stage most analysts are unwilling back last year's lost profits which to 1980's profits of £60m to £65m.

After last year's £27.8m rise in capital and a net cash outflow of the balance sheet is still quite strong borrowings to shareholders' funds a of points down at 27.6 per cent. But another cash outflow this year is hardly in a position to fund its capital spending and the rumoured sale of Crane Packaging which would be £75m even after asset disposals of so last year.

the moment though TI is crossing its fingers that its decision to raise dividend will be justified by rising revenue even though last year's 7 per cent increase to 36.4p gross is only twice on historic earnings and ridiculously us on a CCA earnings loss of £1.5m.

1as Tilling's fruits 1 America

Fruits of Thomas Tilling's £70m programme in the United States ear account for four-fifths of the pre-tax profits increase to £81.1m. was more than the market bargained given that the United States figure in most cases for only eight months it provides fairly ample justification its summer rights issue, which 5 per cent of the shares left with the writers was dubbed the flop of the

so the shares up 9p to 133p are still low the rights price. This partly fears of a continuing overhang of held by sub-underwriters—although financial weighting problems have already been unwound by now—as well as that Tilling may not have yet slaked its thirst.

However notwithstanding Tilling's current attempts to buy into the United States conductor industry through a £19m further acquisition move should stick to "in-filling" purchases in the group has already invaded.

Meanwhile, events in the United States last summer have made Tilling look like a buyer indeed having financed acquisitions on fixed rate borrowings 10 per cent while retaining hefty balances at home.

though interest payments have surged from £9.8m to £22.5m gearing remains relatively modest with borrowings up £51m

to £152m representing 34 per cent of shareholders funds.

All of which leaves the group in strong shape to face recessionary conditions.

Last year builders merchanting and industrial equipment apparently made much of the running on the profits front, while textiles and construction held up strongly. After a mild winter the group claims to have made a strong start to this year and with an additional boost from United States earnings hopes must be for further profits growth of perhaps 15 per cent to around £93m.

Given this prospect, the shares yielding 7.5 per cent and on a fully taxed p/e ratio of under 8.4x on stated earnings—could soon surge through the psychological 138p rights price barrier, general market conditions permitting.

Bejam

It may slow down

The lukewarm reception accorded to Bejam's 50 per cent rise in interim profits serves as a sharp reminder of fears that the frozen food retailer may be going ex-growth.

Profits of £4.10m before tax were a good (£250,000 above top estimates) but on a relatively firm day in the market, Bejam shares ended the day only 10 higher at 55p.

The rise in profits and stiffening of profit margins was due to a sizeable rise in volume sales of frozen food. In existing stores this was a full 20 per cent.

Inflation provides a strong incentive for consumers to fill up their freezers, the product range has been extended and enlarged, and there were benefits still accruing from the transport strike which stimulated the frozen food market.

But the doubts about Bejam reflect longer-term fears, and are two-fold. First, will freezer centres lose out in the still growing frozen food market as consumers switch to smaller pack items bought through supermarkets?

Second, has the group misjudged its move into fast food? Of the 35 restaurants bought for £4.8m from EMI the group is now selling all but thirteen. The first eight to go have already realised a useful profit over book value and Bejam will be left with some prime sites. But its MacDonalds style hamburger bars and fish and chip shops will not contribute much to profits before 1981-82.

Assuming full-year profits of about £7.5m the fully-taxed p/e ratio is a testing 11.6 and the yield 5.3 per cent. Fears that Bejam will start losing out in frozen food, may well prove overdone. But given the sharply divergent market views and the long wait for fast-food profits, the shares could be in for a dull period.

Dividends

They have to 'real' too...

The fresh bout of inflation and (at last) some common ground and firm recommendations from the accountancy bodies about how companies should treat inflation in their accounts will have important implications for dividends. Or at least, they should once the message gets home.

That message is simple. If dividend paying capacity is related to the inflation adjusted earnings level of a company, then on the basis of some of the results we are seeing from the manufacturing sector alone at the moment, some companies should not be paying anything at all, let alone maintaining or even raising dividends.

The Bank of England, in a detailed Quarterly Bulletin analysis of dividend trends, adds weight to this argument noting that the experience of the inflationary years during the 1970s may suggest that companies have been misled into over-distribution through insufficient attention to the decline in their "real" profits.

The Bank underlines the danger which many have suspected that although management may have used historic cost accounting as a benchmark for their ability to pay dividends ED24 calculations, which are in the process of final agreement (with luck), deserve much more prominence.

Economic notebook

More mud-slinging in prospect

The Tories may have been shocked at the size of the swing against them at Southend last week. But by the time the Chancellor sits down after delivering his second Budget speech next Wednesday, they will doubtless be grateful to have caught Southend before the tide recedes still further.

For what has become increasingly clear since last autumn is that this is going to be a Budget that will win the Chancellor precious few friends. It is also going to be one that will earn monetarism a lot more enemies.

This is not without its ironies. In the first place, the Chancellor should be far better placed to defend a stringent monetary policy than at any time since the Tories took office. With Spring in the air—well, it was a couple of weeks back—monetarist governments seem suddenly to be flowering all over the western world.

Indeed, President Carter and the Federal Reserve Board, could hardly have done Sir Geoffrey Howe more proud. If one had proposed the present scenario even a few months ago, one would have been instantly dismissed as insane. Yet here we have a Democratic president, deep in an election campaign, talking not just of reducing the fiscal deficit but of "balancing the federal budget and significantly expanding, even at the expense of interest rates nudging 20 per cent."

Doubtless the Chancellor will be quick to allude to what is happening overseas to try and put his monetary policy into perspective. The plain fact of the matter, however, is that what may be going on elsewhere is not going to provide much comfort to people in Britain. Monetary policy is a vital national interest" was conceded in 1956 to bring an end to a six-month French boycott of Community meetings ordered by General de Gaulle because of a dispute over the future of the common agricultural policy. There is no legal appeal against the use of the "corset".

Even if the Government does set out a credible fiscal and monetary mix next week that does not guarantee it against potential complications on the monetary front over the coming financial year. A too rapid fall in interest rates would, for instance, present potential problems unless improvements are made to the Government's debt funding system.

More interesting, though, are the possible "problems" arising from flows across the exchanges. Quite rightly, the Government is going to try to curb the United Kingdom's credit appetite to a level at which overseas investors are no longer magnetically drawn towards sterling, thus pushing up the exchange rate or increasing the banks' lending resources. What happens, however, once the domestic demand for credit starts to subside and interest rates to fall?

It may be that the overseas investors will want to continue to hold sterling as a store of value or on grounds of confidence in the Government's economic policies. But if money starts to look for high-yielding bases elsewhere, and there are plenty of them around now, the implication for a government with a penchant for limited foreign exchange intervention, must be that it will be a transfer of sterling holding from non-residents to residents. That is, into sterling M3. Whether something more than foreign exchange smoothing or a change in the definition of broad based money would provide better options in such circumstances is a moot point.

The trouble, of course, was that the Labour government not only botched its incomes policy but then compounded the error by allowing Mr Healey to present a totally reckless Budget that threw away much of the ground that had been so painfully won.

The trouble, of course, was that the Labour government not only botched its incomes policy but then compounded the error by allowing Mr Healey to present a totally reckless Budget that threw away much of the ground that had been so painfully won.

The willingness of people to accept further discomfort as we move into "disinflation" round two" is understandably less strong. In part that reflects an inevitable reaction to a government policy which is based on a belief that, by large, market forces should be left to determine the appropriate degree of individual belt-tightening. More generally, it

is the mid-seventies, however, people were somewhat ready to take their medicine. They had undoubtedly been shocked by the experience of an annual inflation rate marching towards 30 per cent; they had seen the pound plummet which introduced monetary policy here along its present lines.

Shocked

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The medium term point for monetary policy is, of course, the most useful treatment of mounting North Sea oil flows. It is something we might have been discussing already had the last government not relaxed its grip. As it is, the role of the North Sea for the next twelve months at least is going to be substantially one of aiding disinflation in a way that might otherwise have had to be done through still more savage public spending cuts and significantly higher income tax.

John Whitmore

Business Diary: Summers' is icumen in • It's a wash-out

day the six employees of Summers Building, led by secretary to Yeomans, trace their lonely and unloved, in the pocket lines at Steel Corporation's works. The steel are quite happy to let particular colleagues get in the job of running the work's own society.

might have difficulty in finding meet, but the Summers' (formed in the employees of the old Summers steelworks) such a tight operation that actually afford to pay its slightly over the odds per cent instead of 10.5 per cent at the same time among its 1,500 borrowers, 4 per cent for their mortgagors while everyone else under a rate of 15 per cent or more.

all good things come to an end. The future of the steel is tied up with the of the Shotton steelworks BSC has been trying to for years. The workforce is cut from 11,500 to 4,500; in April 1, the Summers merger, for reasons of profit with the £120m Cheshire Siding Society. It will keep its steel works and necessary mortgage rates continue for another 10 years.

departure of the leaders reduces the number of socialist, or company-based societies to a handful, is doubtful whether the Service Teachers' or brewer Ken Don took it on himself to produce a new lager, came up with a recipe without



He got there first: Italian Ambassador Andrea Cagiani in the City yesterday.



He got there later, but at least he got there: Lamberto Mazza (right), president of Industrie Zanussi in the City yesterday.

ing, and too late indeed to greet his principal guest at the luncheon that was supposed to follow, the Italian ambassador, H.E. Andrea Cagiani. The ambassador it was who greeted Mazza on the industrialist's arrival at Painters' Hall in Little Trinity Lane.

His excellency was all charm, and in that informal way Italians have, did not seem to mind at all.

As for Nesi, chairman of Banca Nazionale del Lavoro,

recourse to foreign licensing arrangements, and it has won first prize for the best lager at this week's Brewex exhibition in Birmingham.

It comes on to the market in June, replacing Youngs' Saxon lager. A name for the new product has yet to be chosen, but that too is likely to be home-brewed.

• A Nottingham lace machine maker reckons it is being stirred up by the Turks.

Spowage, Humphreys and Wyer has been given two options of payment for a £70,000 machine they sent to Turkey last year. Either the firm accepts American dollars—but only on condition that it is in instalments over 10 years, the first coming only after four years—or in even dodgier Turkish lire.

If Spowage accepts the second option the cash will be paid directly into the Central Bank of Turkey and the firm will have to spend the money in the country.

On top of this the bankrupt Turks say that if either option is not accepted by April 23 the debt will be considered settled—in other words cancelled. "We have been doing business for 10 years with Turkey but never known anything like this," says Sydney Wars, a director.

Turgut Ozal, the Turkish under-secretary for planning and chief economic adviser to the Prime Minister, Suleyman Demirel has been in London recently trying to persuade private creditors to accept similar deals for \$1,800m-worth of unguaranteed imports. This did not go down well in London then and obviously is not doing any better in Nottingham now.

Good to see BL's success with its "Buy British" campaign. So many Minis were sold last month (6,000) that, according to the Society of Motor Manufacturers and Traders, one-third had to be imported from Belgium.

Ross Davies

VAT payments: will Mrs Thatcher break the law?

If Mrs Thatcher fails to get agreement on a satisfactory reduction in Britain's contribution to the EEC budget and carries out her threat to withhold the value-added tax payment to the Community she would certainly be breaking the law.

Some parts of the party may be more susceptible to political flak than others, but at the top at least for the time being, it would seem that the armoury is more likely to be pierced by heavy-handed intellectual argument than very much else. To date the anti-monetaryist artillery has not proved particularly impressive.

Certainly, one would expect to see some adaptation to the Government's "market forces" position—as opposed to its monetarist control stance—were the overall strategy not starting to provide considerable resistance by the end of this year. But the prospects of the corner being turned some time this summer still look reasonably good.

Target

Clearly, any plan to reduce both the monetary growth target, either from April or October, and to reduce interest rates into the bargain is more likely to live comfortably with a public sector borrowing requirement below rather than above £9,000m. (Presumably the Government will have to make allowances somewhere along the line for the effects on sterling of re-intermediation following the expected phasing out of the "corset".)

Even if the Government does set out a credible fiscal and monetary mix next week that does not guarantee it against potential complications on the monetary front over the coming financial year. A too rapid fall in interest rates would, for instance, present potential problems made by the Government's debt funding system.

More interesting, though, are the possible "problems" arising from flows across the exchanges. Quite rightly, the Government is going to try to curb the United Kingdom's credit appetite to a level at which overseas investors are no longer magnetically drawn towards sterling, thus pushing up the exchange rate or increasing the banks' lending resources. What happens, however, once the domestic demand for credit starts to fall?

It may be that the overseas investors will want to continue to hold sterling as a store of value or on grounds of confidence in the Government's economic policies. But if money starts to look for high-yielding bases elsewhere, and there are plenty of them around now, the implication for a government with a penchant for limited foreign exchange intervention, must be that it will be a transfer of sterling holding from non-residents to residents. That is, into sterling M3. Whether something more than foreign exchange smoothing or a change in the definition of broad based money would provide better options in such circumstances is a moot point.

The medium term point for monetary policy is, of course, the most useful treatment of mounting North Sea oil flows. It is something we might have been discussing already had the last government not relaxed its grip. As it is, the role of the North Sea for the next twelve months at least is going to be substantially one of aiding disinflation in a way that might otherwise have had to be done through still more savage public spending cuts and significantly higher income tax.

The logical step for him to take would be to increase duties by 17.2 per cent, in line with last year's inflation rate. Tax allowances are already indexed on the same basis. An exception is in car fuel, where duty did rise in last year's Budget. Indexing the duty since then would mean a 9 per cent increase, or 3.8p a gallon.

If the Chancellor relies heavily on the indexing arithmetic, spirits look the most vulnerable commodity, though steep rises would probably depress volume demand. On

increasing duties on wine presents the Chancellor with some difficulty. It looks likely that the European Court of Justice, in considering discriminatory taxing within the EEC, will rule that Britain must make an adjustment between wine and beer duties in favour of wine. What is likely to be involved is a wine duty reduction of around 20p a bottle or a rise in beer duty of 6p a pint.

On petrol duties, the question is how far the Chancellor will be tempted to raise money this way because of the lesser effect on the retail price index. He could raise £420m by increasing petrol and diesel fuel duties at a cost of adding 0.3 pence to the index.

But £380m from tobacco tax would add 0.4 pence and another £150m from beer tax push up the index by another 0.2 per cent.

Metal Closures Group

METAL AND PLASTIC PRODUCTS FOR PACKAGING

Preliminary Announcement of Results

Year to 31st December 1979

The considerable loss of profits caused by the effects of the national engineering strike has, to a large extent, been offset by the exemplary results from overseas.

A marked fall-off in customer orders, in some

VOSPER
LIMITED

Financial results for the year
to 31st October 1979

	1979 £'000	1978 £'000
Turnover	11,500	17,655
Profit before Tax	1,346	1,694
Profit after Tax	733	779
Revaluation of Investments	47	771
Extraordinary item— Reorganisation of Associated Company	299	500
Retained Profit	110	737
Earnings per Share	12.17p	12.92p
Dividend per Share	4.6p	5.19p

* Nationalisation Compensation remains unresolved

* As a consequence Income and Redevelopment of the Group adversely affected

* Dividend reduced

□ A SUBSIDIARY OF DAVID BROWN HOLDINGS LIMITED

Scottish Equitable Life Assurance Society

149th Annual General Meeting will be held on 20th March at 2.30 p.m. at the Head Office

"THE MOST SUCCESSFUL DECADE IN THE SOCIETY'S HISTORY"

Year	Premium Income	Fund
1969	£ 8.3m (100)	£ 74m (100)
1974	18.5m (223)	137m (185)
1979	59.2m (713)	406m (548)

Head Office
28 St. Andrew Square, EDINBURGH EH2 1YF
London
City: Morgan House, 1 Angel Court, EC2R 7HJ
West End: 61 Brook Street, W1Y 1YE

Branches throughout the country



Scottish Equitable

⑦ Raleigh	⑦ Silencers	⑦ Creda	⑦ Fletcher	British Aluminium	⑦ Matrix
⑦ Reynolds	⑦ Parkray	⑦ Metsec	⑦	Glow-Worm	⑦ Chesterfield
⑦ Russell Hobbs	⑦ Tubes	⑦ Round Oak	⑦ Drynamels	⑦ Cox	⑦ Desford
⑦ Sunhouse	⑦ Crane Packing	⑦ Crypton	⑦ & Pollock	⑦ New World	⑦ Fords

FINANCIAL NEWS AND MARKET REPORTS

Stock markets

Equities fade after early rally

After a long-awaited but short-lived rally at the opening, the stock market returned to its dull pattern of trading which has characterized the last couple of weeks as investors bide their time before the Budget.

With the FT Index rising 4.0 to 435.7 after the first hour's trading, share prices looked as if they would maintain the slightly firmer tendency that was apparent the night before. This was accentuated by Wall Street's recovery, led by the oils and precious metals shares, when it closed at 801.61, up 12.97 after Monday's 23.04 fall.

There was also slightly more optimism over the steel strike negotiations for the first time during the current round of talks but in the event, the equities rally died away with the exception of the oils sector, where there was some recovery from the setbacks earlier this week.

Gold shares also made some sharp gains as the bullion price once again went through the psychological barrier of \$500. The gold price was fixed in London at \$514 and stayed buoyant throughout the day.

The FT Index dropped 1.40 to 430.3 by lunchtime but finished with a rally backed by the oils at 432.0, up 0.3.

Gilts, which had started easier, gradually saw more activity throughout the day, culminating in steady business in the afternoon which left longs with gains of £1. Dealers

reported a move into the gilt-edged market in front of the money supply figures which are due today, although gilts have generally reflected the quieter mood that has pervaded the market ahead of the Budget.

Shorts also rose steadily throughout the day after an easier opening with no backwash reported from the American rise to 19 per cent in prime rates by Chase Manhattan and First National Bank of Chicago. Although shorts dropped £1 at the start, buyers once again showed interest at the lower levels and they crept back to close unchanged on the day.

Business remained fairly slack after hours, with most of the

The latest problems in the carpet industry have seen analysts busily downgrading the full year figures from Carpets & Textiles' latest Thurlow Estimates, now ranging from £1.7m to £2m compared with £4m last year and follow a 51 per cent fall at the half year. The final dividend also has a question mark hanging over as did the one in 1977. The shares yesterday recovered 1p at 27p.

Thomas Tilling, one of the 22 companies that produced figures yesterday, gained 9p with the news that it had boosted profits from £64.9m to £81.1m, although the group is still trading 5p below last year's rights issue price.

Tube Investments, which was hit by the engineering strike, also gained 6p to 278p, while Armstrong Equipment's results were generally well received by the market in the light of prevailing conditions, and its shares closed 3p up at 50p.

Waring bought a 0.5 per cent stake in the furniture group on Tuesday through the market and has instructed brokers to buy as many shares as possible without rising above the 30p a share bid price.

Changes stemming from reaction to the crop of company results produced during the day.

The leading industrial sector reported a better start after the Wall Street improvement, but dealers said there was not a lot

of trading and prices were generally untested, although there was a firm under tone in trading.

Most blue chip stocks lost a couple of pence on the day or were unchanged. Beecham and ICI led those with gains and were both 2p up at 115p and 364p respectively by the close, having added 4p in ICI's case earlier in the day. Unilever, Rank and Reed reversed their opening rises of a few pence and ended with Unilever at 423p, Rank at 202p and Reed at 187p, all slightly down on the overnight falls.

Dunlop was unchanged at 59p as was Pilkington at 211p. But BAT Industries managed to put up 2p to 233p.

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Changes stemming from reaction to the crop of company results produced during the day.

The leading industrial sector reported a better start after the Wall Street improvement, but dealers said there was not a lot

Weir passes final dividend as profits fall to £2.2m

By Michael Prest

Strikes, poor market conditions, including inflation, high interest rates and a strong pound, caused pre-tax profits of the Weir Group, the Glasgow engineering company, to plunge from £7.6m to £2.08m last year. A loan was incurred in the second half and the final dividend was passed.

Extraordinary losses of £8.24m from the closure of Oil Steel Founders in Sheffield, the Alston foundry in Cumbria, and Weir Pacific Volves in Glasgow meant that the final loss to the group for the year was £7.5m. Earnings per share fell to 1.4p from 4.5p.

Trading losses at these plants last year were £2.2m. About 1,000 jobs were lost.

Mr John Young, the group's managing director, estimates that the engineering and transport divisions, along with another division at the Carron foundry in Leed, cost about £1.5m. If sterling had remained at 1978's level, profits might have been £1m more.

Despite orders in the foundry operations falling by as much as half, foundries and engineering supplies managed to increase turnover slightly to £35.9m. Engineering, which includes valves, pumps, and other

machines, and high interest rates, planning made last year.

With the final dividend passed, leaving the net assets of £6.69m gross, it slumped 13p to 41p.

Cost increases in the group inflated working needs — at the time there was a net cash of £18m and during half of cash was a priority. After losing £8m on acquiring Inflow during the year came out at £10.5m.

Last year the group reported a 29 per cent earnings rise at the halfway stage, the group unveiled annual returns up 16 per cent yesterday to £27.1m on a turnover up from £44.7m to £52.0m.

The figures, much in line with market expectations, show that during the second half earnings rose by no more than 7 per cent.

Mr John Cannon, the chairman, said that high interest rates combined with the extra cash need during the middle six months of the year resulted in interest charges almost doubling.

About £1.5m was a group profit by Josse Merton Packaging, which produces adhesives, sealants, and coatings.

Depressed demand for chipboard, fibreboard, and containers, drums and containers has invested in new equipment at the factory will break even.

Over £6m pretax profit for Hall Engineering.

Passing the £6m mark first time, Hall Eng (Holdings) reports profits up from £5.29 best-ever £6.3m for 1977 to £7.68m. The total rises from 7.21p to 10.71p.

Record profits at Banro Industries.

Despite disruption in 1979 the road haulage and motor industry divisions' record pre-tax profits of £1.2m were achieved by Banro Industries. The group, with 1978's profit of £1.6m, was a one-for-one issue.

This is the latest of three purchases and was made through a company wholly-owned by Mr Rowland. Since late February he has spent around £1.1m increasing his Lonrho stake by 1,200,000 shares.

Although the effects of the engineering strike are now behind them, the cost of the dispute is thought to have amounted to some £500,000.

The paper and packaging division, where trading profits fell from £1.4m to £800,000, was particularly hard hit and the current period is unlikely to see much improvement.

On the tobacco machinery side, trading profits were maintained at £1.7m, despite the development and introduction of new products. The order book for the current year is full and the division is running at 100 per cent capacity.

A reduction in both long-term loans and cash, net of short-term borrowings, leaves the group's gearing unchanged at around 14.5 per cent.

The annual dividend has been maintained at 11.25p gross.

Medminster half-year turnover doubles.

Although turnover of the London-based furniture group, Medminster more than doubled to £5.09m in the half-year to December 31—compared with £2.37m last year—interest and bank charges were lower in spite of high interest rates.

Pre-tax profits edged forward from £96,000 to £105,000. The interim payment is lifted from 1.42p to 1.57p gross. Medminster continues to invest in all classes and types of furniture and furnishings and, in a period of high inflation, its stock is a valuable asset.

Sales were up from £1.15.7m to £1.15.8m. The total dividend goes up from 3.1p to 3.2p per scrip issue.

The current year has so far, with profits to date so far.

Higher dividend for London & Manchester.

Last year, London & Manchester's life insurance reached £4.4m, an increase of 22.2 per cent. The transfer of the profit loss account from life to general insurance, however, rose by 14.9 per cent to £1.7m.

The general branch, however, lost £264,000 before tax, so the total gross dividend, from 10.8p to 12.5p.

Record profits at TI Group.

TI Chairman, Sir Brian Kellett, in a press interview yesterday warned that some parts of manufacturing industry were in a battle for survival against high interest rates and strong sterling.

Manufacturing industry accounts for two-thirds of the country's exports of goods and services. It is therefore vital to our future that it should survive in sufficient health to play its part in national recovery in due course. Government could help, at least with a lifeline of reduced interest rates for manufactured exports.

Results External sales increased by 10% to £1213.8m but trading profit declined from £89.7m to £73.5m. Interest charges in total increased from £15.1m to £23.3m largely as a result of higher interest rates.

Profit before tax at £52.2m was £27.8m lower than in 1978. The tax charge was £12.3m compared with £17.3m and earnings for the year before extraordinary items were £31.6m compared with £49.8m.

1979 was a year of disappointment,

reflecting a continuing policy of investing in modernisation and cost saving schemes in order to improve competitiveness.

Analysis of results by business area

Aluminium and Domestic Appliances gained significant volume growth and have rewarded the large investments in recent years to expand and modernise processes and products to best international standards. The improvement in Domestic Appliances came particularly from improved market share and good product impact. Specialised Engineering also had growth areas, including Silencers and Seats, although there was weakness in the Industrial Electrical business, which has now been sold to our partners GE of America. Steel Tube, Steel and Cycles suffered substantial loss of volume from the engineering strike.

Exports from the UK increased by 5% to £204m which, after allowing for inflation, represents a real-term decline. A reduction in exports

NCIAL NEWS

per
index
all its slip
1.35m

Prest
to reach agreement
overment on nation-
terms is given by
the main reason
in pre-tax profits last
1.35m from £1.69m.
ear dividend has been
gross from 7.75p.
eth Ford, the compa-
nance director, says
disappointed that no
progress in agreeing
been made beyond
paid in Treasury
Government on
vesting date in 1977
ued the nationalised
£25m.

hen the company's
ce of income has been
gape in shipbuilding
re decline in profits
the company reflects
the fact that orders
fast part of craft
in more slowly than

less, Mr Ford argues
a decline in turnover
£17.7m to £11.5m.
fits as a percentage
have been main-
arnings per share in
12.17p against 12.92,
partly increased cover
the company's caution
from nationalisation
which expansion plans

are fell 10p to 153p.

vie and
ward
st deal

the, the Sunderland
dealer, is selling 50
in finance division
rd Trust, the hire pur-
and Bank. Cowie will
e 21.5m in cash, trade
dividend of £290,000
balance due by the repay-
inter-company loans.

al is being achieved
rd Trust subscribing
shares in a company
ll be renamed Cowie

Services. Forward
is agreed to provide
backing to the new
which will be in-
hire purchase, con-
and leasing.

annoucement follows
by T. Cowie last
Red Dragon, its
subsidiary. The net
the two deals is to

T. Cowie's borrowing
and reduce the ratio
wings to shareholders'

om 203 per cent to
ent.



The current year has started satisfactorily for Union Distillers. Mr Alexander Ritchie, the chairman (above, standing), told shareholders at the annual meeting yesterday.

Although he was making no

predictions for the full year, particularly ahead of the Budget, he did admit that the group was making profit.

In 1979 Union raised net profits from a previous £1.8m

to £2.1m and lifted the dividend from 26.35p to 28.6p.

Also pictured are, sitting, left to right, Lord Remnant, deputy chairman, Mr P. L. Shepherd, company secretary, and Mr Richard Petherbridge, director.

Petrofina earnings set to rise

Petrofina's earnings per share could be between 900 and 1,000 Belgian francs in 1980 compared with 626 francs last year, according to Banque Bruxelles Lambert.

The bank also forecast a net dividend of 270 francs this year compared with 230 francs in 1979.

On January 1 the company announced consolidated net profits of 5,300m francs for 1979.

International

Higher North Sea earnings should help to offset a levelling off in European refining, marketing and petrochemical operations, which are likely to suffer from the impending economic slowdown and the impact of

energy conservation measures, the bank added.

Petrofina's petrochemical operations are also likely to face stiffer competition from North America, where products benefit from cheaper feedstocks.

The bank said American Petrofina may suffer severely from a recession in the petrochemical industry while Petrofina Canada could be badly affected by the rise in domestic oil prices.

Hudson's Bay upturn

Hudson's Bay Company announced yesterday that earnings per ordinary share before extraordinary items were CS2.98 for 1979 (the year ended January 31, 1980), as against CS2.74 for 1978.

Earnings were CS80.3m, up from CS44.6m the year before.

Profits and revenue were CS2.400m, compared with CS1.900m in 1978. Extraordinary gains of CS23.2m, attributable to the partial exchange of 6 per cent exchangeable debentures for shares of Hudson's Bay Oil and Gas, were also recorded.

Elf-Aquitaine

Societe Nationale Elf-Aquitaine, the parent company of the state-controlled oil group, recorded a net profit of 2,200m francs last year, up from 906m in 1978. The company will pay a net dividend of 35 francs a share, up from 18 francs in 1978.

Babcock under pressure

Deutsche Babcock, a leading West German maker of power generating equipment, says its earnings in the fiscal year that began on October 1, 1979, are coming under pressure from higher costs despite sharp rises in sales and order inflow.

Sales in the first five months of the fiscal year were DM1,210m (£295m), up 32.9 per cent from DM910m a year earlier.

IRI unit raising \$75m

Cofiri, a recently constituted financial company for the Italian state IRI group, is raising \$75m through an eight-year loan at 11 per cent over London Euro-dollars rates, IRI sources said.

The operation, led by Bayerische Landesbank Girozentrale, Cofiri's first venture into the international market, has worsened its financial problems, and the group is expected to show greater losses for 1979 similar to the 1.07 trillion lire deficit reported for 1978.

IRI is waiting for Parliament

to approve an increase in its capital endowment fund which would give a fresh injection this year of more than 3 million lire, with the promise of a further 700,000 lire for 1981.

The IRI holding company's low capital and debts in providing new capital have worsened its financial problems, and the group is expected to show greater losses for 1979 similar to the 1.07 trillion lire deficit reported for 1978.

Strong outlook brightens

Financial Staff
ring Equipment, the
suspension and inde-
nings group, looks set
from the profits rut
last couple of years.
no small test given
of the engineering and
industries.

profit in the six
to end December show
marginal improvement
£2.7m to £2.21m. But
of the engineering
which cost the group
£1.5m, and the usual
factors, almost all the
came in the second
half of the year.

For the second half,

the steel strike casts a shadow,
but apart from its two recent
acquisitions whose stock levels
were inadequate, Armstrong is
coping reasonably well with
supplies shortages.

Given a fair wind and the
absence of any other damaging
strike the group should push
profits up from £8.75m to

about £10m after about

£500,000 of redundancy costs.

The fully taxed p/e ratio at

50p, up 3p on the results, would
then be round 6, while the yield

if the 14 per cent interim
rise to 1.44p a share gross is

followed with the final, would
be 8% per cent.

Horizon considers that two
Scandinavian companies cutting
our middlemen, Tjæreborg, the
Danish concern, and Vinborg,
the Swedish group, are less for-
midable than last year.

There is also to be a
restructuring and this could be
a prelude to the winning of
trustee status. Horizon said:

"We have thought about it."

The shares rose 5p to 268p
yesterday.

Horizon raises dividend

per cent jump in net
1 to 7.35p (or 10.5p
from 6.5p) accompanied
Travel (once owned by
Court Line) that turned
the year to November
rose by 60 per cent to
while pretax profits
head by nearly 30 per
£3.82m. Despite a big
in tax, earnings
rose from 26.10p to

10.5p this year when
Kingdom recession can
pected to hurt some
operators. The number
sold is still only
the same as in 1973, and
is more competitive,
dear oil.

we do not rule out Hor-
izon.

J LOVELL (HOLDINGS) LTD

IN GROUP ACTIVITIES: Building, Residential and Commercial Developments, Plant Hire,
other importers and merchandisers.

Another Record Year

IMMURISED RESULTS

	1979	1978
Group Turnover	105,036	62,670
Profit before Taxation	2,615	1,929
Profit after Taxation	2,565	1,724
Profit attributable to Shareholders	2,235	1,724
Ordinary Dividend 5.75p per share (1978 - 4.35p)	395	298
Earnings per Ordinary Share	37.1p	24.9p

From Address to Shareholders by Sir Peter Trench

The Group finished 1979 in fine style with record profits and a strong balance sheet, and ready to repeat the performance in 1980.

The picture in the market place is not currently, however, a happy one with high interest rates and demand for construction services continuing to fall. The delayed settlement of the steel strike will also add to building costs long after the strike is forgotten. Nevertheless, we still believe that there will be good opportunities available for a Group such as ours and have every intention of taking them. We remain hopeful that 1980 will not be an unsatisfactory one for the Lovell Group."

Lovell



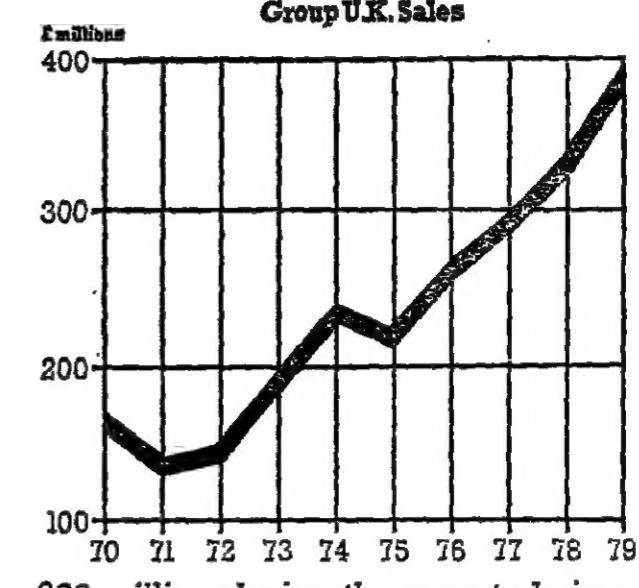
1979 sales, exports and profits reach new high levels

The Chairman,
Sir Michael Clapham, says:

"In 1979, IMI's sales of £612 million, exports of £113 million, and pre-tax profits under the historical cost convention of £34.5 million exceeded our 1978 figures by 17, 14 and 8 per cent respectively. In £s of the year terms, they were all higher than in any previous year.

"I am glad to be able to report this to shareholders in view of the impact on the Company of high interest rates, national industrial disputes and the strengthening of sterling against other currencies, and after our disappointing first half-year.

"The cash generated by our operations during the year, £49 million, fell short of our requirements, including investment, taxation, dividend payments and financing the effect of inflation on our working capital, by only £4 million, which was covered by short term borrowings. These of course remain small in relation to the facilities available to us, and our reserves rose by



£20 million during the year to bring our total capital and reserves to £220 million.

"Our investment in fixed assets during the year was £25 million, compared with a depreciation provision of £11 million. Adjustment for inflation would add approximately £9 million to this depreciation figure, so in reality our capital investment this year has done rather more than sustain the value of our assets. Working capital rose by £7 million."

Summary of Results

	1979	1978
£'000	£'000	£'000
Sales to external customers	611,977	524,006
Group profit before taxation	34,536	32,010
Earnings applicable to shareholders	29,366	24,684
Total assets	281,499	268,626

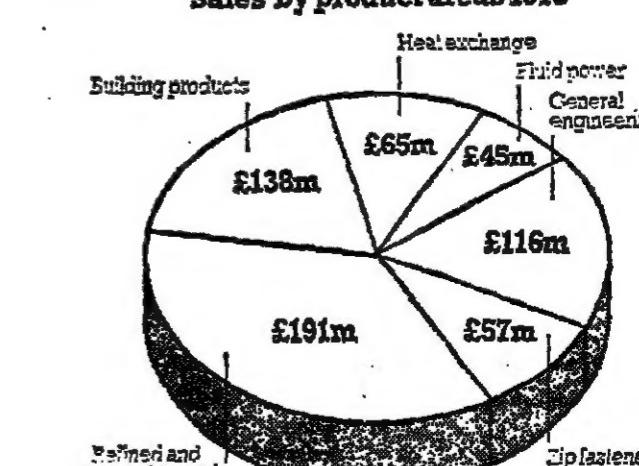
Earnings per share (excluding extraordinary items)

	1979	1978
p	15.7p	13.9p
Dividends per share	4.4p	3.67855p

Sir Michael adds:

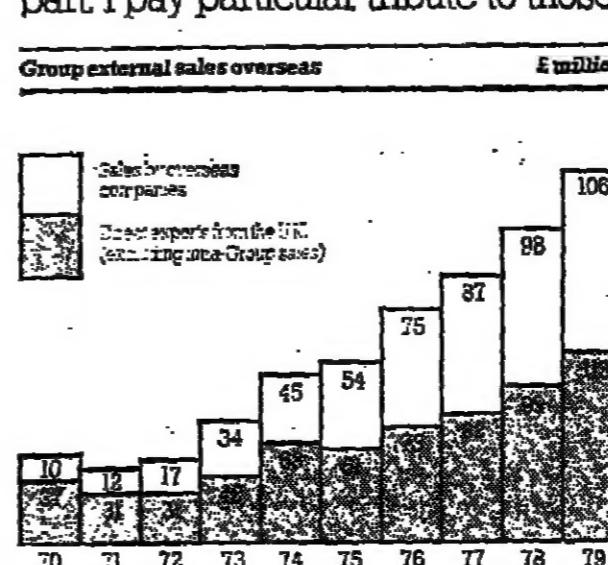
"In general, and sometimes in very difficult circumstances, industrial relations have been good, and employees have shown a realistic understanding of the Company's need to deliver good quality products on time and at competitive costs. Much hard and constructive work goes into making and selling products having a total value of over £600 million, and I am grateful to all who have played their part. I pay particular tribute to those

Sales by product areas 1979



who have contributed, whether in design, production, selling or distribution, to the virtual doubling of our export realisations over the last four years."

The Annual Report has a comprehensive survey of IMI's activities. Send for a copy to the Secretary, IMI Limited, PO Box 216, Birmingham B6 7BA.



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ENTERTAINMENT .. 16
FINANCIAL .. 33
FLAT SHARING .. 33
FOR SALE .. 33
LA CREME LA CREME 14, 15
LEGAL NOTICES .. 33
MOTOR CARS .. 33
PROPERTY .. 14
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APPOINTMENTS .. 16
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WANTED .. 33

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MANCHESTER OFFICE
061-634 1234

Queries in connection with
advertisements that have
appeared, other than cancellations or alterations, etc:
Classified Queries Department
01-37 1234, ext. 7180.
All advertisements are subject
to the conditions of acceptance
of Times Newspapers Limited,
copies of which are available
on request.

And this is his command-
ment: That we should believe
in one another. As he has
said to me. — St. John
3:53.

BIRTHS
BUTT PHILIP: BARON.—On Wednes-
day, March 18th, Alan Butt
and a son (David).
BUTT PHILIP.—At the Jessop Hospital, Sheffield,
to Jane and Ian. Butt.
CARPENTER.—On March 18th, at
the Royal Infirmary, Liverpool, to
Anne and Mark—a son Stuart.
Brooke, brother to Michael
and Paul, and brother to
Georges.

COPPING.—On 14th, March,
to their late Blanche, and
Brian—two sons, Alan and
Cecil, and a daughter Cecilia.
Good luck to them all.

FLETCHER.—On Friday 13th in London
to Novella (nee Della Pura
Giovanni) and Anthony—daugh-
ter.

STUART-ENTWISTLE.—March 7
to wife, Laurence, and Charles—a son Alastair James.

THOMPSON.—On March 10th,
1980, to Stuart (née James), and
Anne, a son, Christopher, brother
to Andrew and Caroline.

WILLIAMS.—At Charlotte's
Hospital, to Patricia and
Michael—daughters, Nicola, a sister for Philip.

BIRTHDAYS
SARAH FRASER.—Happy 18th
birthday, love from the family.

MARRIAGES

HEICK: KAHN.—On March 14th,
1980, to Michael and Sarah Kahn.

DEATHS

ASH.—On February 20, 1980,
at the Royal Infirmary, Warwickshire, in his 74th
year, a black home, Witwickfield,
long illness. Cremation and in-
humation at the Royal Infirmary,
Flockwood, private at his request.
No flowers or service, or inter-
ment, or memorial service, also at his re-
quest.

FRASER.—On 14th, March,
1980, at the Jessop Hospital, Sheffield,
to Jane and Ian. Fraser.

GEORGE.—On March 18th, at
the Royal Infirmary, Liverpool, to
Anne and Mark—a son Stuart.
Brooke, brother to Michael
and Paul, and brother to
Georges.

GODFREY.—On 14th, March,
1980, at the Jessop Hospital, Sheffield,
to Jane and Ian. Godfrey.

HARRISON.—On March 18th, at
the Royal Infirmary, Liverpool, to
Anne and Mark—a son Stuart.
Brooke, brother to Michael
and Paul, and brother to
Georges.

HOBSON.—On Friday 13th in London
to Novella (nee Della Pura
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JONES.—On Friday 13th in London
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KELLY.—On Friday 13th in London
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LEWIS.—On Friday 13th in London
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